

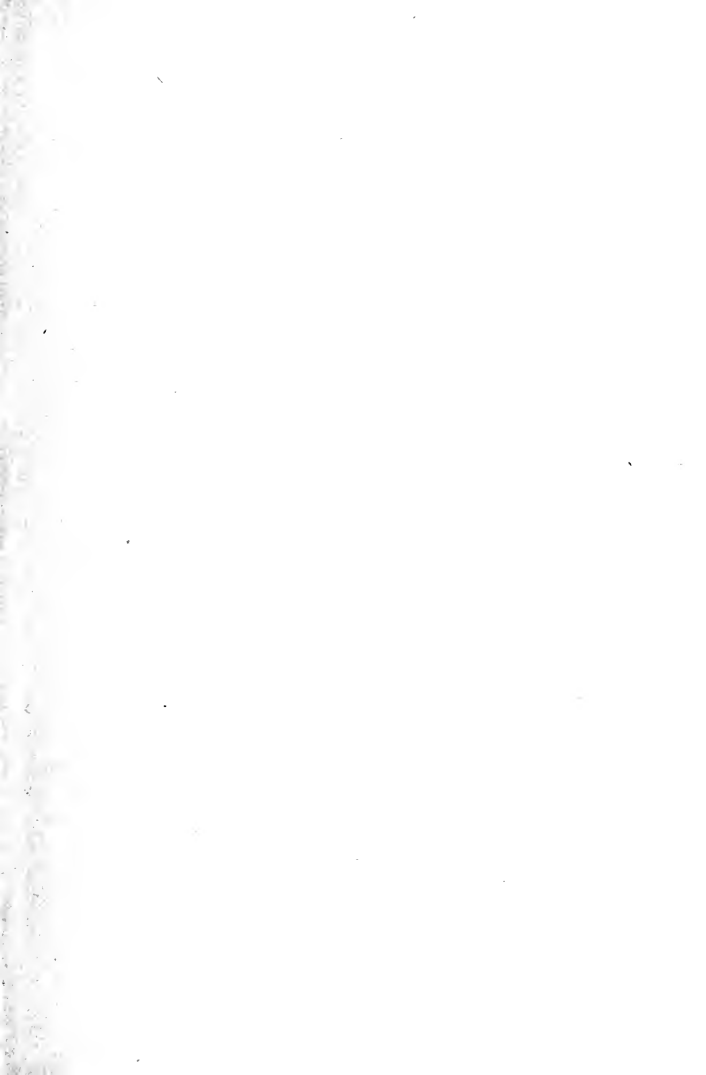


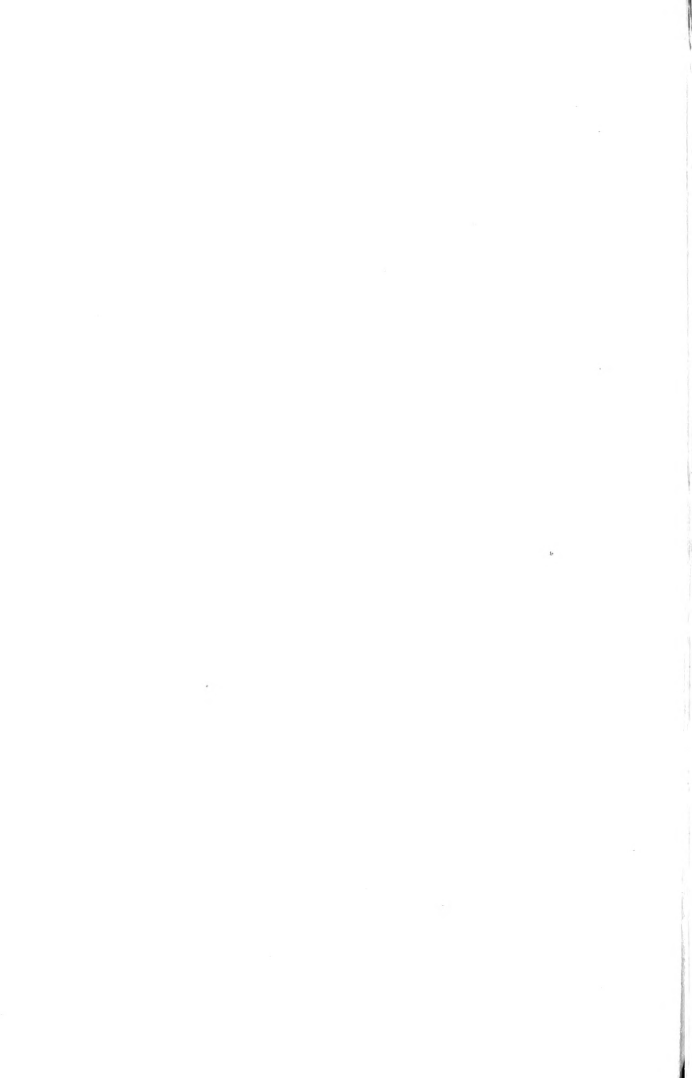
Book of the **Royal Blue**

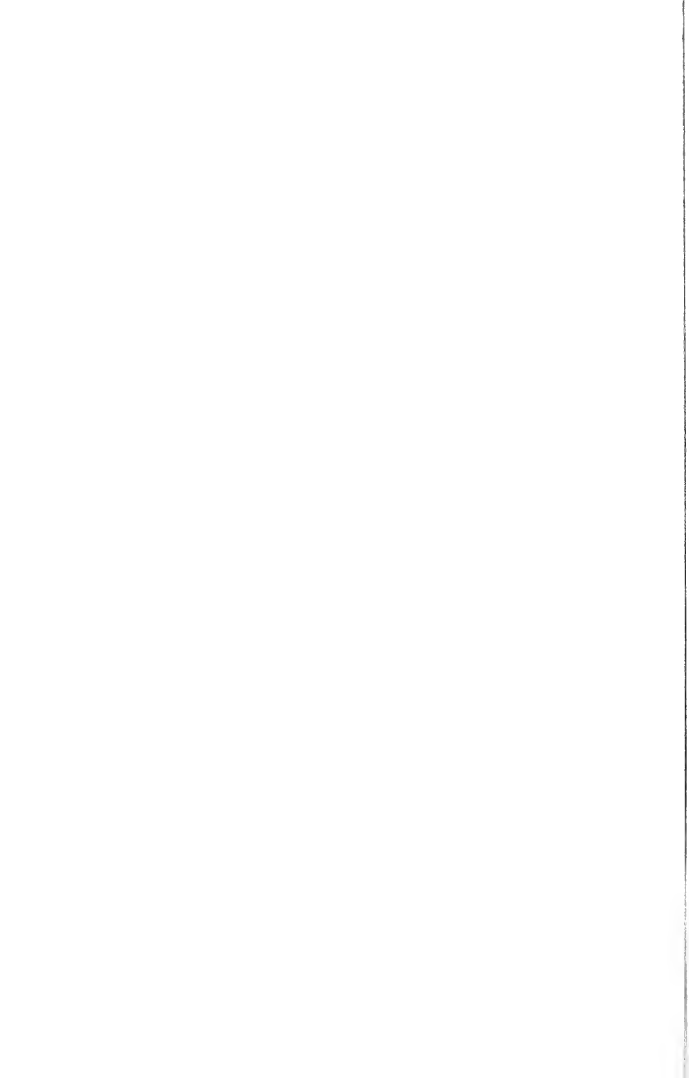


Class

Book







Baltimore & Ohio

ENTRANCES AND EXITS TO AND FROM

NEW YORK CITY

Are Pre-Eminently Desirable

In addition to the long-established Ferry Service at

which is in close proximity to the Lehigh Valley, D. L. & W. and West Shore Railways, all North River Ferries and Sound Line Steamers, passengers are received and discharged at



The most convenient Railway Station of Greater New York, located at foot of Whitehall Street, east of Battery. From it all elevated trains of the Second, Third, Sixth and Ninth Avenue Lines; the Broadway, Columbus and Lexington Avenue Electric Lines, and the East and West Side Belt Lines, radiate to all parts of New York City. Leaving the same point are the South Ferry to Staten Island and Brooklyn, the Hamilton Avenue Ferry to Brooklyn, and Thirty-Ninth Street Ferry to Brooklyn; and boats to Governor's Island, Liberty Island and Ellis Island. **Connections made under same roof.**

South Ferry and Liberty Street

Publisher

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY BY THE
PASSENGER DEPARTMENT OF THE BALTIMORE & OHIO RAILROAD.

Baltimore, October 1, 1903.

The current number "Book of the Royal Blue" opens its SEVENTH VOLUME or SEVENTY-THIRD NUMBER. In the six years of its existence it has endeavored to maintain the highest standard of excellence as a book of travel and literature. That it has succeeded is evidenced by the steady increase of subscribers.

The nominal subscription price of fifty (50) cents per year, which includes mailing, was established one year ago to protect the ever-increasing demand, which is in excess of the regular monthly edition of 12,000 copies. Single copies are sold at five (5) cents each.

The demand for bound volumes having also increased, a limited number of orders will be taken for complete copies of Volume VI, handsomely bound, Royal Blue cloth, for seventy-five (75) cents per copy. This offer is open until October 31, 1903, only.

Apply to either:

C. W. Bassett, General Passenger Agent,
B. & O. Central Building, Baltimore, Md.

B. N. Austin, General Passenger Agent,
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D. B. Martin, Manager Passenger Traffic,
B. & O. Central Building, Baltimore, Md.

New York, Cincinnati and St. Louis Line

Three vestibuled trains daily each way comprise the excellent service between the Metropolis and the World's Fair City. This route will be the favorite highway during the Louisiana Purchase Exposition in 1904, between the East and the West. The trains are modern throughout. The Coaches are marvels of comfort. The Drawing-Room Sleeping Cars are spacious. The Dining Car service is unexcelled.



New York, Pittsburg and Chicago Line

Two vestibuled trains run between New York and Chicago daily. One via PITTSBURG, affording a daylight ride through the Allegheny Mountains, with Observation Car. The other runs via NEWARK, OHIO, crossing the Ohio River at Benwood. These trains are equipped throughout with new Coaches with modern ventilation system, Pullman Drawing-Room Sleeping Cars and complete Dining Car service.



Pittsburg, Columbus and Cincinnati Line

Two vestibuled trains daily each way via Columbus. These trains have entirely new equipment. The day trains with Cafe Dining Cars and the night trains with Drawing-Room Sleeping Cars. The Coaches are of new design with spring-raising windows and sanitary ventilation.

COMMENTS OF THE PRESS



—From Baltimore Herald

Baltimore & Ohio New Terminals in Washington

The Baltimore & Ohio is conspicuous in the great union terminal scheme at Washington. In all, about \$15,000,000 will be spent at the National Capital on this project. The Baltimore & Ohio runs all its passenger trains to and from the West via Washington, and will supply the approaches from the North and the West. This work is in progress, and also includes yard and other facilities, representing in all an expenditure of about \$6,000,000 as the Baltimore & Ohio's share in this enterprise. There will be considerable work in the way of correcting the alignment of the Baltimore & Ohio and removing grades between these approaches and Washington Junction, where the old main line is joined.

—From Baltimore News.



HALL OF FESTIVALS AND CENTRAL CASCADES, LOUISIANA PURCHASE EXPOSITION

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY BY THE
PASSENGER DEPARTMENT OF THE BALTIMORE & OHIO RAILROAD.

VOL. VII.

BALTIMORE, OCTOBER, 1903.

No. 1.

LOUISIANA PURCHASE EXPOSITION—POWER.

No. III.

HARNESS 40,000 horses together, have them pull with concentrated effort, and you will convey an idea of the total power required to make the wheels of the Louisiana Purchase Exposition go round.

In the Palace of Machinery, covering

base has a total height of fifty-four feet, twenty feet being depressed below the level and the remaining thirty-four feet elevated above the floor. This engine and its generator weigh over 500 tons and their value approximates \$150,000. To appreciate the size of this machine, have



NORTH ENTRANCE MACHINERY BUILDING.

an area of 200,000 square feet, which is about the size of a city block, are the engines, condensers, moving machinery and other accessories making up the power plant of the World's Fair.

At the north end of the building, slightly to the left, is a 5,000 horse-power, reciprocating steam engine, which with its

in mind a city house with a street frontage of twenty-five feet, a depth of sixty feet, three stories above ground, with a basement and sub-cellar underneath. Remove this house and there would be barely room within the space to place this engine and generator.

Next in line, proceeding west through

the central hall, is a 1,750 horse-power gas engine from Tegel, near Berlin, Germany. Near it is a 600 horse-power, high speed engine from Harrisburg, Pa., a 750 horse-power, medium speed steam engine from Cincinnati and a 1,000 horse-power, slow speed steam engine from Burlington, Iowa.

A tangential water wheel from San

wheel makes 900 revolutions per minute, is regulated by a speed governor from Boston and a meter from Providence regulates the flow.

A 3,000 horse-power gas engine from Seraing, Belgium, is next seen; then an 8,000 horse-power steam turbine from New York, and adjacent is a 5,000 horse-power



NORTHWEST CORNER MACHINERY BUILDING, SHOWING A PORTION OF NORTH FACADE.

Francisco is the next exhibit. A steam pump from Janesville, Pa., causes it to operate by forcing water through a pipe and nozzle at the rate of 1,200 gallons per minute and under a pressure of 300 pounds to the square inch; this great volume of water strikes the buckets of the wheel, transmits its energy and falls as quietly as it is poured from a basin. This water

steam turbine from Pittsburg, Pa. Near the western end of the central bay are four 3,000 horse-power reciprocating steam engines and three 80 horse-power exciter sets.

These massive motors comprise but one of the three lines installed in the western half of Machinery Hall. The line to the north consists largely of steam engines of European build, and drawn from the

greatest works in England, France, Sweden and Germany. The line to the south is mainly made up of gas and oil engines. All types, speed and sizes are shown, from the little one-half horse-power gas engine for domestic use, to the great 8,000 horse-power steam turbine for the operating of lighting plants and trolley railroads.

For generations the rotary engine

guaranteed capacity of 12,000 horse power. Twelve thousand horse power means the combined average energy of 12,000 horses working in perfect unison, or a string of horses, harnessed tandem and as close as they could comfortably work, over eighteen miles long.

The Belgium gas engine is also a very wonderful achievement. No one has ever



MACHINERY BUILDING—SHOWING ENTRANCE, NORTHWEST CORNER—SCULPTURE OVER DOOR ENTITLED "LABOR AND CARE"

(which a steam turbine is) has admittedly been the ideal, but failure after failure relegated the rotary engine to the immediate vicinity of the perpetual motion proposition—and both very near the mad house. Failure has finally been changed to success, and there is shown here in operation a rotary steam engine with its electric generator developing and transmitting 8,000 horse power, with a

seen a gas engine of anything like 3,000 horse power. The same builders exhibited a gas engine of 600 horse power at the Paris Exposition of 1900, which excited more interest and comment than any other individual item at that exposition, while this one has five times the capacity of that. This engine covers a floor space of about 85x45 feet, its fly-wheel weighs thirty-four tons, has a diameter of twenty-eight

feet, and its rim travels at the rate of a mile and three-quarters per minute. A medium sized horse can be driven through its cylinders, and its two pistons travel each ten feet at every complete stroke, making 100 strokes per minute. The shipping weight of this engine is approximately 300 tons, and about thirty tons of coal per day are consumed in the generation of gas to operate it.

One hundred feet to the west of Machinery Hall is found the "Steam, Gas and Fuels Building." In this building are found great hoppers for storing the 4,000 tons reserve supply of coal, and mechanical means for automatically conveying this coal from the cars to the bunkers and from the bunkers to the furnaces. The daily consumption of coal exceeds 400 tons, whilst the total

length of the automatic conveyer lines is about three-quarters of a mile.

In its entirety the power plant of the Exposition exemplifies and demonstrates the most modern practice as it obtains in this country and in Europe, and it demands the consideration of all who are interested in the development and transmission of power.

The means and methods of making machinery are illustrated in the eastern half of Machinery Hall. Machines for working metals are found in the northerly quarter and machines for wood working are placed in the southerly quarter. Thus the great topic of prime movers and machinery are attractively and instructively illustrated in Machinery Hall and its annex, the Steam, Gas and Fuels Building.



INTERIOR OF NORTH ENTRANCE-MACHINERY BUILDING.

THE STORY OF EYES.

BY HENRY EDWARD WARNER.

BLUE eyes tell of a tender heart
And a fountain of love that's springing
Fresh from the depths of a woman's soul,
Joy to the whole world bringing;
But there's something sly
In the violet eye
And the coquette glance it's flinging.

Brown eyes speak of the passion play
That's seen 'neath the lashes drooping,
And a stormy night puts the day to flight,
With the soldiers of anger trooping;
But the love is sweet
And the joy complete,
Where Cupid's elves are grouping.

Gray eyes tell of a heart of steel
And a mind that scorns all loving,
And the cold, cold chill of a stolid will
Resists Cupid's way of moving;
But the gray eyes fall
In the way of all,
The triumph of true love proving.

And black eyes—ah! there's a world of pain
And a world of joy in their vision,
And their glitter and flash make the young man rash,
As he bows him in meek submission;
And the blue, brown, gray,
And the black, they say,
Are tonics that act in their own sweet way
To keep our hearts in condition.

THE PLAINT OF WILLIE JONES.

BY CHARLES RUSSELL TAYLOR.

THERE aint no fun fer me at all, an' I don't think it's right
The way they pack me off to bed so early ev'ry night;
It's jus' ez soon ez tea is done, an' I'm a-feelin' bright,
That pa will allus send me up to bed without a light.

Sometimes I keep ez still an' quiet ez a little mouse—
You'd hardly know 'at I wuz anywhere aroun' the house—
But 'at don't never do no good fer jus' ez sure ez fate
My ma will say, "Where is my pet? (at's me). It's gettin' late!"

Sometimes when we have vis'ters an' there aint nothin' said
About me bein' sleepy an' agoin' up to bed,
'Cause my pa an' ma's fergot it, *gran'ma's* bound to tell him "Ned,
The san' man's after Willie an' it's time he wuz in bed!"

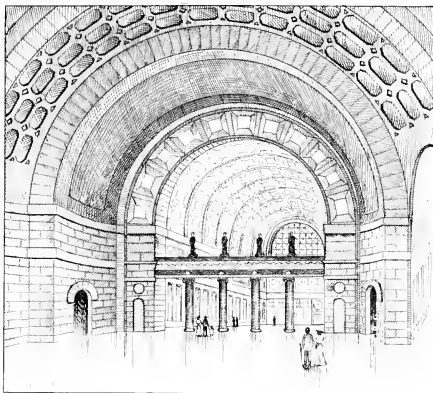
Aint no use fer me to say 'at I don't want to go,
'Cause 'tween his gran'ma, pa an' ma, a boy aint got no show;
But when I git to be a man I'll stay up late at night,
An' when I do go up to bed you bet I'll have a light!

THE NEW UNION STATION AT WASHINGTON, D. C., TO BE THE MOST MAGNIFICENT IN THE WORLD.

FROM ARCHITECTS AND BUILDERS' JOURNAL, BALTIMORE.

WHEN "Boss" Alexander R. Shepherd, some thirty years ago, won the execration of the people of Washington by his apparent reckless extravagance and disregard for the then popularly expressed sentiment, he earned the gratitude of an appreciative posterity, which has recognized in his work the preparatory measures for the Greater Washington. He found it a medley of imposing buildings, squatters' cabins and mud streets. He

What the future Washington will be may surpass the conception of the most visionary idealist, but influences are at work and improvements contemplated which in the course of the next few years will do much in the way of transformation. Principal among these projects is the building of the mammoth and magnificent union railroad station, to be erected on Massachusetts Avenue, north of the Capitol, and sufficiently removed to detract



Architect's Drawing

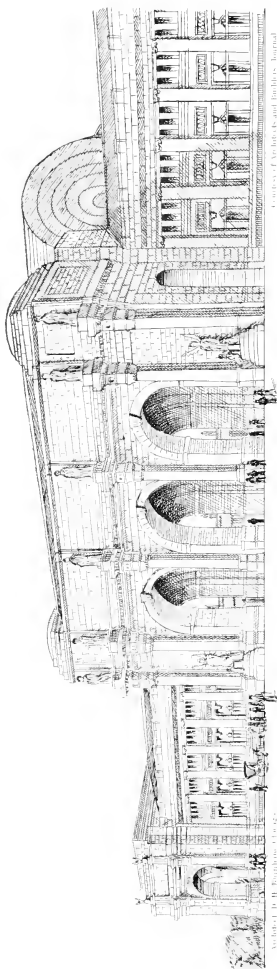
Courtesy of Architects and Builders' Journal

INTERIOR VIEW, LOOKING TOWARD THE TICKET OFFICE.

left it in a condition to become the glorious capital of a glorious nation. The squatters' cabin has not entirely disappeared, and there are yet many structures to mar the imposing beauty it has already attained, but these are being rapidly swept away to make way for the "Beautiful Washington" which will one day rise in nobility and grandeur—the pride of the nation, the admiration of the world.

nothing from the architectural effectiveness of that stately pile. This station will be the realization of a plan formed years ago, and which has finally become feasible by the co-operation of the several railroads entering Washington and the aid of the District of Columbia.

The site selected is on Baltimore & Ohio property, two blocks from the present Baltimore & Ohio depot. Upon this area stood until a few months ago about 400



buildings, many of them large, substantial brick and stone structures, which are being sold as old material, razed and the debris removed. The work of demolition is rapidly progressing, and by the end of the year the land required will be free of encumbrances, ready for the preliminary work of the builders.

In preparing the plans for this great union station the comprehensive idea of beautifying Washington was duly considered. Its style, the material used in its construction, its location and environment were to conform to the consistent purpose of ornamentation as well as use. To insure this, designs from the most eminent architects in the country were invited, the fortunate competitor being Mr. D. H. Burnham of Chicago and New York, whose admirable creations at the Columbian World's Fair in Chicago, in 1893, elicited the praise from visitors from all parts of the globe and established his fame in the architectural world of art. Romanesque in style, it will be constructed of white marble, imposing in its massive simplicity, yet sufficiently ornate to rob it of severity in aspect. Some idea of its magnitude may be obtained from the fact that its cost will be something over \$4,000,000, while the approaches will probably amount to \$10,000,000 more. Of such magnitude are the contemplated improvements that it was deemed necessary a division of the work should be made. The principal feature will, of course, be the station itself, which will be built under the direct supervision of the designing architect, Mr. Burnham. Not only will the building be under his direction, but the grounds which are to form a part of the ornate landscape effect surrounding it. The building will have a frontage of 260 feet on the north side of Massachusetts Avenue, between North Capitol and 2d streets. The axis of the station and train shed extends back 751 feet 4 inches directly on the line of Delaware Avenue. With space for thirty-six tracks, approached over a ten-track viaduct, the station will be ample to accommodate all the trains of the Baltimore & Ohio, the Pennsylvania, the Atlantic Coast Line and the Louisville & Nashville system, the Chesapeake & Ohio, the Norfolk & Western, the Seaboard Air Line and the Southern Railway, representing over 40,000 miles of territory traversed by the several systems which directly or

through their connections will use the station.

Without entering into a general description of the new station it may be incidentally mentioned that the central portion of the front of the building rises to a height of ninety feet, the masonry being pierced by three main doorways, each sixty feet high and forty-four feet wide, so there is little possibility of crowding of travelers in their entrance or exit.

The Baltimore & Ohio Railroad Co. will have supervision over the building of the eastern approach to the new terminal. The cost involved for this portion of the work is \$2,000,000, and includes the stone viaduct from Montello, three miles distant on the Washington branch of the Baltimore & Ohio; the freight yards, roundhouses and connecting tracks. The southern approach, with the tunnel under Capitol Hill, has been delegated to the Pennsylvania Railroad Co.'s supervision. When the work is finished Washington will have, beyond question, the finest and the greatest railroad terminal in the world.

What effect will the building of this mammoth station have on the future of Washington? There has already been an advance in the value of real estate adjacent

to the site, and it is intimated that property has been purchased in the immediate vicinity for hotel sites and other investments. With the new station as a nucleus, the probabilities are that improvements will ramify and extend over as much of the area as is available for building purposes. Where one handsome structure goes up others invariably follow. The day is not remote when Pennsylvania Avenue will be lined with more pretentious and more elaborate buildings than those which now in many instances disfigure it. This has been the tendency and the experience of other cities, and in Washington, where the United States government has expended millions and expects to expend millions more in beautifying and embellishing the District, conditions for a city ideal in its completeness of architectural consonance are practically assured.

A disregard for the conceptions of George Washington and Thomas Jefferson, as embodied in the plans devised by L'Enfant for the nation's capital, has prevented the working out of that general system as originally designed, but it is not too late to remedy many of the mistakes of the past, so that Washington may eventually become a beautiful, an ideal city.



THE LIVING CHORD.

BY ARTHUR J. BURDOCK.

THE harp, with its delicate, sensitive strings,
When tenderly touched with skill,
Awakes a melody sweet that rings
On waiting ear; and it wings and flings
The harmony rare, that finds and brings
To the heart a tender thrill.

My heart, like a sensitive lyre that had known
No thrill of the artist's hand,
At thy tender touch found voice and tone;
Inspired by thy will alone, my own!
A melody rare and sweet has grown—
A symphony clear and grand.

And the quiver and throb, and the rhythmic thrill
Of my heart, thy hand swept o'er,
Nor time in passing, nor death can still,
Nor damp of the grave can chill or kill;
But the sweet, vibrating music will
Continue, love, evermore.

BERKELEY SPRINGS, THE FOUNTAIN OF YOUTH.

BY H. R. BYRNE.

EVER since His Lordship Gov. Berkeley ruled supreme over the Old Dominion, Berkeley Springs has been known to have the most meritorious drinking and bathing water in North America. In the

fertile valley could be cultivated and the produce transported by this waterway to the eastern cities in time, when compared with the poor and hilly roads, as hours to days.

During the Civil War the town and country for miles surrounding were used alternately by the Union and Confederate armies. It was through here that General Jackson passed when on one of his northern raids, but on that occasion he succeeded in getting only as far north as Hancock, Md., just six miles away.

Up to the time of the burning of the large hotel six years ago, Berkeley was at its zenith, for then the prominent society balls that were given there had a national reputation. Even now people come here unaware of the destruction of that building only to find numerous boarding houses in its stead.



A STREET IN BERKELEY.

old colonial days it was the rendezvous for all the dignitaries of that time; the Washingtons, Adamses and Randolphs used to assemble here and in this wilderness—at least so then—remained for months at a time. Just after the Revolution, when great inducements were offered to settlers to go west, the city of Berkeley sprang into existence and by these pioneers quite a settlement was founded. By the opening of the Cumberland Canal, which wove the great west to the sea-coast, Berkeley received its greatest incentive, for then the whole



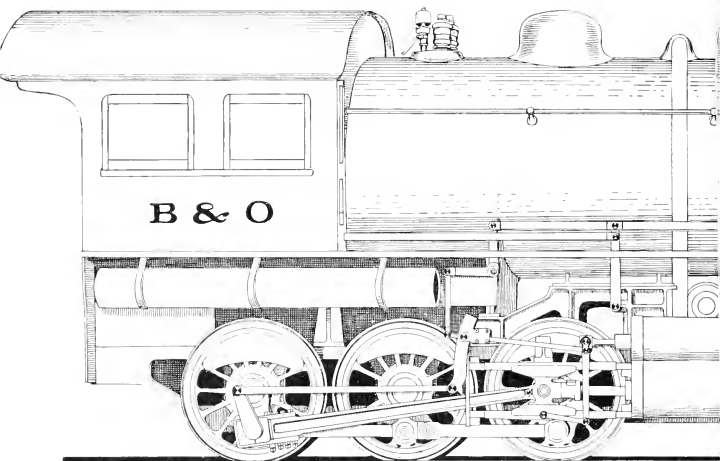
A VIEW IN THE GROVE.



THE SPRINGS

From a gaiety standpoint the Springs is not as it used to be, but for its recuperative advantages it is as popular as of old; here one will meet invalids from every state in the Union seeking the "Fountain of Youth."

The water is supposed to come from a lake buried under the mountain. Its medicinal properties are magnesia, iron and sulphur. To record the miraculous cures it has wrought, would fill a book. The prescription for all ailments is "drink freely of the water."



A MONSTER

THE Baltimore & Ohio Railroad has placed an order with the American Locomotive Company for a tandem compound locomotive that will be, when completed, the heaviest ever built in this country. It is known as the Mallet Articulated type, and modified examples are being used abroad to some extent, none, however, being of the tremendous size of the B. & O. engine.

The cut shows a peculiar arrangement of the drivers and cylinders. The forward cylinder is the high pressure, while the rear one is the low pressure, and the great power of the engine is apparent when it is noticed that the entire weight of the locomotive, 285,000 pounds, is on the drivers.

This locomotive is being built as an experiment, and will be used as a helping engine on some one of the heavy mountain grades to demonstrate its usefulness in this class of service. It is hoped that it will be completed in time to give it a thorough road test before sending it to the St. Louis World's Fair.

The dimensions of the locomotive, as given herewith, are compared with the 1-7

class of locomotive now in use and the heaviest in use on the B. & O. in regular freight service.

GENERAL DIMENSIONS.

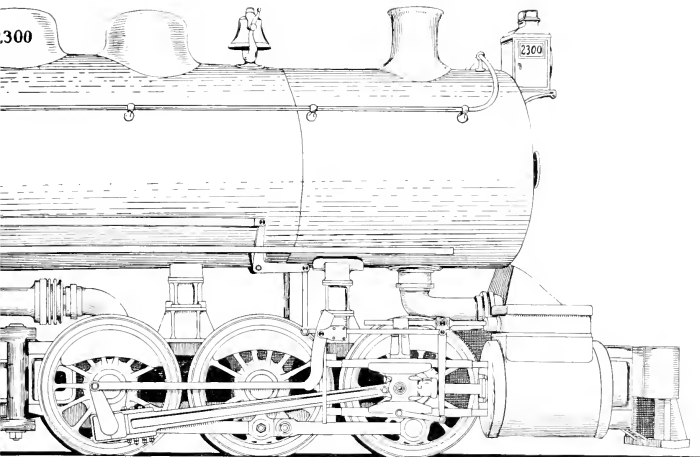
	<i>Articulated.</i>	<i>1-7.</i>
Gauge.....	4 ft. 8½ in.	4 ft. 8½ in.
Fuel	Bituminous coal.	Bituminous coal.
Weight in working order.....	285,000 lbs.	193,500 lbs.
Weight on drivers.....	285,000 lbs.	173,000 lbs.
Weight, engine and tender in working order.....	415,000 lbs.	325,000 lbs.
Wheel base, driving.....	30 ft. 6 in.	16 ft. 6½ in.
Wheel base, rigid.....	10 ft. 6 in.	16 ft. 6½ in.
Wheel base, total.....	30 ft. 6 in.	24 ft. 9 in.
Wheel base, total, engine and tender.....	61 ft. 5 in.	57 ft. 7½ in.
Width of frame.....	5 in.	4 in.
Centre to centre		44 in.

CYLINDERS.

Diameter of low pressure cylinder.....	32 in.	.....
Diameter of high pressure cylinder.....	20 in.	22 in.
Stroke of piston	32 in.	28 in.

VALVES.

Kind of valves.....	Balanced.	Balanced.
Type of gear.....	Walschert.	Link.



COMOTIVE.

WHEELS.

	<i>Articulated.</i>	<i>I-7.</i>		<i>Articulated.</i>	<i>I-7.</i>
Number of driving wheels	12	8	Tubes, diameter.....	2½ in.	2 in.
Diameter of driving wheels outside of tires.....	56 in.	56 in.	Tubes, length over tube sheets.....	18 ft. 9 in.	13 ft. 9½ in.
Material of driving wheel centres.....	Cast steel.	Cast steel.	Tubes, heating surface....	4135	2662.92
Thickness of tire	3 in.	3 in.	Fire box, heating surface	190	184.32
Driving box material	Cast steel.	Cast steel.	Total heating surface.....	4325	2847.24
Diameter and length of driving journals	9 in. x 13 in.	9 in. x 13 in.	Grate surface	56.1	48.06
			Grate style.....	Two-bar type.	Two-bar type.
			Height of stack above rail	15 ft.	15 ft.

BOILER.

Style.....	Wagon top.	Belpaire, W. F. B.	Heating surface to grate surface.....	77.1	59.24
Working pressure.....	235 lbs.	205 lbs.	Heating surface to cylinder volume.....	.0068	.00216
Inside diameter of first ring	76 in.	69½ in.	Tractive power.....	63800	39688
Horizontal seams.....	Sextuple riveted butt seam.	Double riveted butt seam.	Heating surface to tractive power.....	15.43	13.98
Circumferential seams..	Double riveted.	Double riveted lap.	Tractive power to weight on drivers.....	4.46	4.31
Fire box length	105 in.	104½ in.			
Fire box width	77 in.	66 in.			
Fire box water space, front	5 in.	5 in. bot. 7 in. top.			
Fire box water space, sides	5 in.	5 in. bot. 6½ in. top.			
Fire box water space, back	5 in.	4 in. bot. 7 in. top.			
Fire box crown staying....	Radial.				
Fire box staybolts.....	Flexible and screw.	Flexible.			
Tubes, number.....	376	369			

RATIOS.

TENDER.

Style.....	8-wheel water bottom.	8-wheel water bottom.
Weight, empty.....	49,900	49,000
Wheels, number.....	8	8
Wheels, diameter.....	33 in.	33 in.
Journals, diam. and length..	5½ x 10 in.	5½ x 10 in.
Wheel base	20 ft. 2 in.	20 ft. 2 in.
Tender frame	Channel.	Steel.
Water capacity.....	7,000 gals.	7,000 gals.
Coal capacity.....	13 tons.	13 tons.

WHEN PHYLLIS SANG.

BY WILLIS LEONARD CLANAHAN.

PHYLLIS sang a chansonnette,
L'assion was her theme;
Ah, I seem to hear her yet,
As beneath the gleam
Of the parlor light she stands
With the music in her hands!

Phyllis sang a chansonnette,
And that simple air
Woke a storm of wild regret
As she warbled there,
And I sighed, how dolefully!
As she turned her eyes on me.

Phyllis sang a chansonnette,
And some thoughts arose
Of the pain of parting—yet
Really, I suppose
I will get along, somehow;
I've another sweetheart now.

FREDERICK, MARYLAND.

THE HISTORICAL CITY OF MARYLAND BROUGHT INTO PROMINENCE AGAIN THROUGH THE ADOPTION OF THE "STAR SPANGLED BANNER" AS THE NATIONAL ANTHEM BY THE UNITED STATES NAVY.

THE eighty-ninth anniversary of the memorable battle of North Point was signally memorialized by the Navy Department on September 12, by an order making the "Star Spangled Banner" the national anthem. The order directs that whenever the anthem is played, all officers and men shall stand at attention unless they be engaged in duties which will not permit them to do so. By this order the United States is given an official anthem which will

belong to France; "God Save the Queen" to England; the "Wacht am Rhein" to Germany; but America apparently had three or four. Hereafter the profound respect shown when the "Star Spangled Banner" is played will readily acquaint all foreigners with melody to which all of the citizens of the great republic uncover.

The dramatic manner in which the famous song was written by Francis Scott Key is generally known.



FRANCIS SCOTT KEY MONUMENT, FREDERICK

receive recognition in every port where the stars and stripes may fly. In the order it is also required that respect shall be observed toward the national air of any other country when played in the presence of official representatives of such country.

Heretofore fleets of other nations have heard the "Star Spangled Banner," together with such tunes as "America," "Yankee Doodle" and "Dixie" without knowing which was our real national air. The "Marsellaise"

On the night of September 13, 1814, the British fleet had kept up a continual bombardment of Fort McHenry and Baltimore. In the early dawn, Key, who was agent for the exchange of prisoners sent by President Madison, witnessed the bombardment from a British vessel. Towards morning he anxiously watched for the stars and stripes which were flying above Fort McHenry the night before. When daylight broke and revealed the flag still defiantly flying, he exultantly



THE BEAUTIFUL FREDERICK VALLEY

penned the well-known lines on the back of a letter which he had in his pocket.

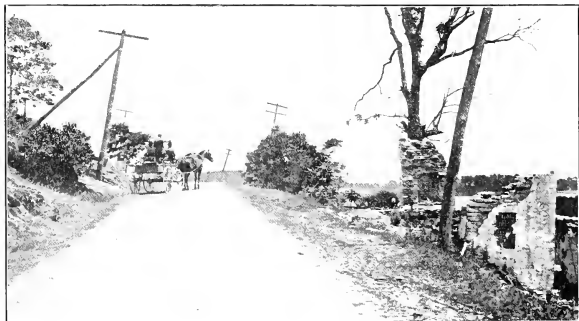
Francis Scott Key was born in Frederick County, Maryland, August 1, 1779. He was the son of an officer in the revolutionary army, and after having graduated from St. John's College in 1798, he became a lawyer. His death occurred in Baltimore in 1843. He was buried in Greenmount Cemetery of that city, but as he had often expressed the wish, "Let me rest 'neath the everlasting hills," his remains were removed to his native soil to Mt. Olivet Cemetery at Frederick, Maryland, in 1866.

The beautiful new monument to mark his last resting place was unveiled in 1898.

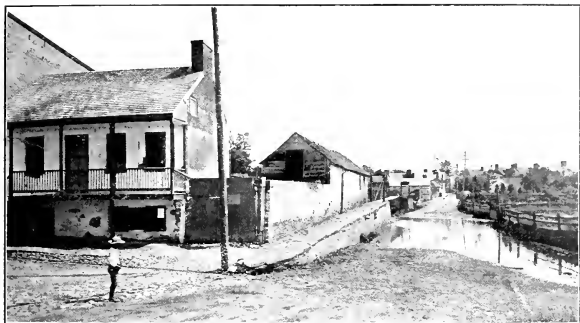
A sketch of the little city of his birth is most timely.

Frederick, founded in 1745 by Patrick Dulaney, is of national interest. Its name was chosen from the sixth Lord of Baltimore—"Frederick." It combines in its record close associations with many of the stirring and leading events which figured so conspicuously in the formative period of the government.

It was the court of Frederick County which formulated in 1765, the first official



THE OLD NATIONAL PIKE.



STREET IN FREDERICK.

protest against the British "Stamp Act." Here in 1775, Governor Sharpe, General Braddock and Colonel Washington met to plan the campaign against the Indians, in which General Braddock lost his life; here the Marquis de Lafayette was given a hearty welcome in 1824, while on his triumphal tour of the country to receive the plaudits of a grateful people; here occurred the first meeting between Colonel Washington and Benjamin Franklin; here, due in large part to the passage through the heart of the town of the one great highway to the West of those days, later, the National Turnpike, many of the dramatic instances of the Indian wars and the Revolutionary struggle were enacted; and, again in the progress of the Civil War, Frederick figured as a theatre, across whose stage the contending armies of the North and South crossed and recrossed, her homes, her churches and her public halls serving as hospitals for the wounded and dying, carried from the fields of conflict at South Mountain, Antietam and Gettysburg. Here lived and died Barbara Frietchie; here sleeps Roger Brooke Taney, the famous Chief Justice of the antebellum foment, together with an immortal line of soldiers, statesmen and financiers, distinguished in merit and in service to their state and country.

To this city was built the first steam railroad in the United States, now developed into the great Baltimore & Ohio system.

The first entrance to the town was by a tramway, on whose wooden rails curious coaches and merchandise cars were drawn by horses and mules. The first railway station in America was built at Frederick, and stands to-day in splendid preservation. In its tower is the old bell which was rung on the arrival and departure of the horse trains. In its loft is the old machinery used in lifting the cars from the track and swinging them bodily into the freight house.

Although Frederick was incorporated in 1816, its population to-day is not over 10,000. It lies in a valley unsurpassed for loveliness, in Maryland's richest county. To the west lies the Catoctin Range of Mountains; to the south the Sugar Loaf Mountains, whilst off to the southwest the dim outlines of Maryland and Loudon Heights at Harper's Ferry Gap are discernible. From Braddock Heights, the summit of the Catoctin Mountains, the view over the Frederick and Middletown Valleys is marvelous for its beauty and extent. Here the eye beholds a panorama of rich valleys and mountain scenery; the vales dotted with towns and farm houses; mountains which stretch away for fifty miles to the blue foot-hills of Virginia, and streams that wind like shining silver down the courses of the valleys. Rich in historic lore; rich in agricultural pursuits; close to the great cities and yet removed from the hurly burly of life, the town of Frederick neither increases nor decreases in size.

THE STORY OF BLADENSBURG AND THE SACKING OF WASHINGTON.

BY R. M. CHESHIRE.

MONDAY, August 24, 1903, marked the eighty-ninth anniversary of the sacking and burning of the National capital by the British army under General Ross, but the real torch-bearer being Admiral George Cockburn, whose record shows that he took a peculiar delight in such war tactics.

Ross had carried on war on the Peninsula and in France under a different spirit, and it was not his wish that the American capital should be treated as it was, but he was forced to obey orders, and the result was that the British did a good job in that

office, besides a number of private residences, were burned and pillaged. To add to the horror, the Americans fired the Navy Yard, a vessel and the Virginia end of the Long Bridge, while the British looked after this end of the great structure and saw that the fire did its work.

It was the White House that Cockburn and his men took the greatest pleasure in defacing, sacking and burning. First the valuable paintings and furniture were mutilated and smashed, and after partaking of a most excellent dinner which Mrs. Madison had had prepared for a number of guests, the British set fire to the structure and stood on the lawn under the spreading trees and sang ribald songs and yelled themselves hoarse as the flames shot upward, illuminating the entire city of about nine thousand inhabitants, Mrs. Madison watching the burning from a window in the house now occupied by the Cosmos Club, and which was the President's home until the White House could be made habitable. Before leaving the doomed building Mrs. Madison secured the original Declaration of Independence and had the full length portrait of General Washington taken from its frame and carried to a place of safety, one of the gentlemen assisting in the work being Mr. Jacob Parker, afterwards a well-known banker of New Orleans.

All night long the British kept up their work of burning and plundering, and such hours of horror the city has never known and will perhaps never experience again. It was not the purpose of General Ross to hold the territory acquired by conquest, and when Cockburn had thoroughly satisfied his desire to burn, and being begged to desist by General Ross, late in the afternoon of the 25th the British troops retreated toward the Patuxent, determining to visit Baltimore. They left in Washington anything but a record



THE MAIN STREET IN BLADENSBURG

line. With Cockburn to lead, and with men chafing under the loss of not less than 200 of their comrades at the Battle of Bladensburg, the work of sacking and burning was accomplished thoroughly and speedily, and no heed given to the appeals of citizens to spare the public buildings. "Burn every public building to the ground!" was Cockburn's words as he led in the work, and his instructions were carried out as nearly as possible—the unfinished Capitol, the Library of Congress, the White House, the War and Treasury buildings, the Arsenal and Barracks, one hotel, the National Intelligencer newspaper

of modern warfare. The President said in his message:

"They wantonly destroyed the public edifices, having no relation in their structure to operations of war and in no way used for war or military purposes. Some of these edifices being also costly monuments of taste and arts, and other depositories of the public archives, not only precious to the nation as the memorials of its origin and its early transactions, but interesting to all nations as contributions to the general stock of historical instruction and political science."

So disgraceful was the work of the British troops that the London Statesman newspaper was bitter in its denunciation of the work of Ross and Cockburn, saying among other things: "Willingly would we throw a veil of oblivion over our transactions at Washington. The Cossacks spared Paris, but we spared not the capital of America." Yet England's guns were fired in honor of Ross and his soldiers; Parliament thanked the visitors; erected a monument to Ross, who was killed at Gorsuch's farm about seven miles from Baltimore, and the same distance from North Point where the British landed. Parliament authorized the descendants of Ross to forever style themselves "Ross of Bladensburg," that being the landing place of Ross and his men when they marched into Washington.

Although entirely unprepared for the reception of the visiting troops at old Bladensburg or any other point in this vicinity, the handful of District, Maryland and Virginia troops which had been hurriedly called together after weeks of dillydallying on the part of the President and his cabinet, and who had been repeatedly warned that Washington would be attacked, the American soldiers gave the Britishers a warm reception when they left Upper Marlborough and marched through Bladensburg and began crossing the bridge on their way to the National capital. The Maryland and Virginia troops were in position around the old mill, the "Blood Run" dueling grounds, and the spring near the residence of General Rives, then proprietor of the Congressional Globe, and at which place General Barney was severely wounded. General Winder's headquarters were at Comb's, near the Eastern Branch bridge, and there it was that he was frequently visited by the President

and his official family, who had all kinds of suggestions to offer, but who had not been able to give him the encouragement he wanted and most needed—plenty of troops, well-armed, and be let alone to conduct his own plans of defense. Not only the President and his cabinet were annoying Winder with various and sundry suggestions, but the always courteous officer was forced to give ear to innumerable prominent private citizens who felt satisfied that they knew exactly how to conduct matters, although some of them had never smelled powder even hunting birds on the marshes. It was while Winder was listening to the President and some of the secretaries, that word was received that the British were advancing through Bladensburg. This was ten o'clock in the morning, and as quickly as possible the soldiers with Winder were dispatched double-quick to the scene of trouble. The Secretary of State was sent to aid General Stansbury, the Secretary of War followed, and the President and Attorney General with several friends, went out on horseback. Half an hour after noon the British were marching down the narrow main street of Bladensburg and pressing on toward the bridge. The Americans succeeded in stopping their progress for a short time by a volley from cannons planted on the hill near the old mill. The second attempt to cross was met with an artillery fire from Winder's first and second lines, sweeping down almost an entire company, and this caused the British to show their determination to come over more than ever. After caring for their dead and wounded, and being rapidly reinforced, they pushed to the front, some over the bridge and some fording the stream, falling so heavily upon the first and unsupported lines of our men that they were compelled to fall back upon the second, and then there was a life and death battle, the British throwing off their knapsacks and other equipments and using their guns with fearful effect. The Americans were successful in driving them back into the "Blood Run" dueling fields twice before General Winder realized that he could not cope with the experienced Britishers, and ordered a general retreat. This order the over-matched men were not slow in obeying, and history has it that one entire company left the field before any such order was given. The battlefield was left in full possession of the enemy,

and their way to the National capital was unobstructed. All they had to do was to march in and light their torches and get down to business, which they did like they had been schooled for the business.

Washington has changed greatly since the visit of the British torch bearers, but

if some of those same soldiers could come back and go over the little narrow street at Bladensburg they would find a number of the same houses, and one in which the ardent is being dispensed the same as during the few days of their sojourn in that historic vicinity.





Stub Ends of Thought

By ARTHUR G. LEWIS.



COURAGE and confidence is the seal of consistent genius.

WE frequently admire most in others what we least possess in ourselves.

THE safest course in discussion is to breathe an attitude of interest and remain silent.

GOOD women lead more men into Christianity by example than the Devil drags away by temptation.

IF there was only one woman on earth, she should be a mother large enough to take men in her arms.

THE little hands of love are the levers that help to lift the weight of effort.

THERE is a certain amount of honesty in doubt that is commendable, provided it leads to investigation.

WARM hearths hold men to their homes and thaw out the gentle side of their nature.

REAL strength of character is best illustrated on the curtain of adversity.

THOSE who abuse prosperity the most, condole with misfortune the least.

KEEP (if you can) your code of knowledge under the cover of request for information.

To think as others do means only to share their mistakes, and to think differently, to bear their censures.

THE primary influence of home and mother never entirely goes out of our lives.

MEN are sometimes called pessimists by those who lack the ability to understand them.

IF you can't drink intelligently don't drink at all. If you do drink at all, you can't drink intelligently.

THE attempt to appear what we are not, generally casts a clear outline of what we are.

HOME.

BY ARTHUR G. LEWIS.

AROUND the sacred shrine of home
We kneel in hope and prayer,
And find amid its flowers of love
Sweet consolation there.
The trials and doubts of outside life
Are quickly swept away,
As winter snow soon disappears
With sunshine in its way.
The laugh of child-life brings us back
To faith and peace again,
And tired eyes turn toward the dawn
Beyond the night of pain.
A kiss from heaven seems to breathe
Its benediction there,
As mother leads with loving hand
The baby's way to prayer.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EASTWARD	No. 504 DAILY	No. 526 EXCEPT SUNDAY	No. 522 SUNDAY	No. 525 EX. SUN 5 HOUR	No. 502 DAILY 5 HOUR	No. 594 "ROYAL LIMITED" DAILY 5 HOUR	No. 136 EXCEPT SUNDAY	No. 508 DAILY	No. 516 DAILY	No. 546 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	AM
LV. WASHINGTON	7.00	8.30	9.00	10.00	1.00	3.00	4.00	5.00	8.00	11.30	3.00
LV. BALTIMORE, CAMDEN STATION	7.55	9.19	9.52	10.50	1.55	3.49	4.55	6.00	9.00	12.39	3.51
LV. BALTIMORE, MT. ROYAL STATION	8.00	9.24	9.57	10.54	1.59	3.53	5.00	6.05	9.05	12.44	3.55
AR. PHILADELPHIA	10.15	11.27	12.11	12.53	4.05	5.51	7.15	8.19	11.40	3.10	6.00
AR. NEW YORK, LIBERTY STREET	12.35	1.40	2.30	3.00	6.30	8.00	-----	10.40	3.20	5.52	8.32
AR. NEW YORK, SOUTH FERRY	12.40	1.45	2.35	3.05	6.35	8.05	-----	10.50	-----	-----	8.35
	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

WESTWARD	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 527 DAILY 5 HOUR	No. 507 DAILY	No. 135 EXCEPT SUNDAY	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 525 DAILY	No. 503 DAILY	No. 515 DAILY
	NIGHT	AM	AM	AM	PM	PM	PM	PM	PM	NIGHT
LV. NEW YORK, SOUTH FERRY	12.10	8.25	10.25	11.25	12.55	1.55	3.35	4.55	6.55	12.10
LV. NEW YORK, LIBERTY STREET	12.15	8.30	10.30	11.45	1.00	2.00	3.40	5.00	7.00	12.15
LV. PHILADELPHIA	7.40	10.48	12.48	1.52	3.08	4.20	5.48	7.26	9.33	3.35
AR. BALTIMORE, MT. ROYAL STATION	9.45	12.55	2.55	3.51	5.06	6.45	7.46	9.45	11.46	6.00
AR. BALTIMORE, CAMDEN STATION	9.50	1.00	3.00	3.55	5.10	6.50	7.50	9.50	11.50	6.05
AR. WASHINGTON	10.47	1.50	4.00	4.45	6.10	7.55	8.40	10.50	12.50	7.25
	AM	PM	PM	PM	PM	PM	PM	PM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 47 EXPRESS DAILY
LV. NEW YORK, SOUTH FERRY	10.25 AM	12.55 PM	3.35 PM	6.55 PM	12.10 NT	12.10 NT	6.55 PM	-----
LV. NEW YORK, LIBERTY STREET	10.40 AM	1.00 PM	3.40 PM	7.00 PM	12.15 NT	12.15 NT	7.00 PM	-----
LV. PHILADELPHIA	12.48 PM	3.08 PM	4.20 PM	7.40 PM	7.40 AM	7.40 AM	9.33 PM	-----
LV. BALTIMORE, MT. ROYAL STATION	2.55 PM	5.05 PM	-----	11.45 PM	9.48 AM	-----	11.45 PM	-----
LV. BALTIMORE, CAMDEN STATION	3.00 PM	5.20 PM	7.30 PM	12.00 NT	10.00 AM	9.00 AM	12.00 NT	-----
LV. WASHINGTON	4.15 PM	6.20 PM	8.45 PM	1.10 AM	11.00 AM	10.05 AM	1.00 AM	-----
AR. DEER PARK HOTEL	10.12 PM	12.37 AM	-----	-----	-----	4.41 PM	-----	-----
AR. PITTSBURG	-----	-----	7.00 AM	-----	7.45 PM	-----	9.15 AM	LV. 3.05 PM
AR. CLEVELAND	-----	-----	12.55 PM	-----	-----	-----	-----	9.40 PM
AR. WHEELING (EASTERN TIME)	-----	6.40 AM	-----	-----	-----	-----	-----	LV. 3.30 PM
AR. COLUMBUS	-----	9.50 AM	-----	-----	-----	-----	-----	8.25 PM
AR. CHICAGO	-----	7.00 PM	-----	-----	9.00 AM	-----	-----	5.50 AM
AR. CINCINNATI	8.05 AM	-----	-----	5.35 PM	-----	2.35 AM	-----	-----
AR. INDIANAPOLIS	11.45 AM	-----	-----	10.35 PM	-----	6.40 AM	-----	-----
AR. LOUISVILLE	11.52 AM	-----	-----	9.30 PM	-----	7.07 AM	-----	-----
AR. ST. LOUIS	5.25 PM	-----	-----	7.28 AM	-----	1.40 PM	-----	-----
AR. CHATTANOOGA	5.00 PM	-----	-----	6.25 AM	-----	5.00 PM	-----	-----
AR. MEMPHIS	12.10 AM	-----	-----	8.20 AM	-----	12.10 AM	-----	-----
AR. NEW ORLEANS	11.25 AM	-----	-----	7.55 PM	-----	11.25 AM	-----	-----

A Train No. 6 makes connection at Cumberland.

Through Pullman Sleepers to all points. N Connection east of Philadelphia is made with No. 609, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 46 EXPRESS DAILY	NOS. 4 & 46 EXPRESS DAILY
LV. CHICAGO	-----	-----	3.30 PM	10.40 AM	-----	-----	8.00 PM	7.00 PM
LV. COLUMBUS	-----	-----	-----	7.20 PM	-----	-----	-----	-----
LV. WHEELING (EASTERN TIME)	-----	5.00 PM	-----	12.35 AM	-----	-----	-----	10.50 AM
LV. CLEVELAND	-----	-----	10.15 PM	-----	1.00 PM	-----	-----	-----
LV. PITTSBURG	-----	-----	8.00 AM	-----	9.00 PM	6.30 PM	1.00 PM	-----
LV. ST. LOUIS	* 9.30 AM	2.05 AM	-----	5.30 PM	-----	9.08 PM	-----	-----
LV. LOUISVILLE	* 2.10 PM	8.10 AM	-----	1.10 PM	-----	2.30 AM	-----	-----
LV. INDIANAPOLIS	* 2.45 PM	8.05 AM	-----	-----	-----	-----	-----	-----
LV. CINCINNATI	* 6.35 PM	12.15 PM	-----	-----	-----	8.00 AM	-----	-----
LV. NEW ORLEANS	-----	7.15 PM	-----	-----	-----	9.25 AM	-----	-----
LV. MEMPHIS	-----	7.00 AM	-----	-----	-----	8.55 PM	-----	-----
LV. CHATTANOOGA	-----	9.00 PM	-----	-----	-----	9.00 PM	-----	-----
LV. DEER PARK HOTEL	6.44 AM	12.52 AM	-----	-----	-----	-----	-----	-----
AR. WASHINGTON	12.40 PM	6.41 AM	4.42 PM	12.30 PM	6.30 AM	2.46 AM	11.05 PM	11.05 PM
AR. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.47 PM	1.47 PM	7.50 AM	3.47 AM	12.25 AM	12.25 AM
AR. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.55 AM	12.44 AM	12.44 AM
AR. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.10 AM	3.10 AM
AR. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	6.52 AM	5.52 AM
AR. NEW YORK, SOUTH FERRY	6.35 PM	12.40 PM	10.50 PM	6.35 PM	12.40 PM	8.35 AM	-----	-----

Through Pullman Sleepers from all points. * Daily. † Daily except Sunday.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

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IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

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No. 512. Drawing Room Buffet Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia.

No. 504. Drawing Room Sleeping Car Washington to New York. Dining Car, à la carte, Washington to Philadelphia.

No. 526. Buffet Parlor Car Washington to New York.

No. 522. Parlor Car Washington to New York. Dining Car, serves dinner table d'hôte, Philadelphia to New York.

No. 528. Five Hour Train. Parlor Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.

No. 502. Parlor Car Washington to New York. Dining Car, à la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 136. Buffet Parlor Car, Washington to Philadelphia.

No. 506. Observation Parlor Car Washington to Baltimore. Drawing Room Sleeping Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.

No. 546. Separate Pullman Sleeping Cars Washington and Baltimore to New York

WESTWARD.

No. 505. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Washington and Pittsburg

No. 517. Buffet Parlor Car New York to Washington.

No. 501. Drawing Room Sleeping Car New York to Washington. Dining Car, à la carte, Philadelphia to Baltimore.

No. 527. Five Hour Train. Parlor Car New York to Washington. Dining Car, table d'hôte, New York to Baltimore.

No. 507. Drawing Room Sleeping Car New York to Washington. Dining Car, table d'hôte, New York to Philadelphia, and Dining Car, à la carte, Baltimore to Washington.

No. 135. Buffet Parlor Car Philadelphia to Washington.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, Philadelphia to Washington. No extra fare other than regular Pullman charge.

No. 525. Parlor Car New York to Washington. Dining Car, table d'hôte, New York to Baltimore.

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Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
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No. 9. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

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No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Conneville to Pittsburg.

No. 5. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Dining Cars serve dinner, supper and breakfast.

No. 47. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Buffet Drawing Room Sleeping Car Wheeling to Chicago.

No. 55. Drawing Room Sleeping Car Cincinnati to Louisville. Drawing Room Sleeping Car New York to Cincinnati. Parlor Car Baltimore to Wheeling. Dining Cars Martinsburg to Cumberland and Grafton to Cincinnati.

EASTWARD.

No. 2. Drawing Room Sleeping Car St. Louis to New York. Observation Sleeping Car Cincinnati to Washington. Dining Cars serve all meals. Cafe Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati.

No. 4. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Parkersburg to Baltimore. Buffet Parlor and Sleeping Car Wheeling to Washington. Dining Cars serve all meals.

No. 6. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Baltimore. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Drawing Room Sleeping Car Chicago to New York. Sleeping Car Columbus to Baltimore. Dining Cars serve all meals except breakfast at Cumberland.

No. 10. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Conneville. Dining Car Cincinnati to Grafton.

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No. 14. Buffet Drawing Room Sleeping Car Chicago to Wheeling.

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One at 5 p. m.
One at 6 p. m.
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One at 10 a. m.
One at 11 a. m.
One at 12 noon
One at 1 p. m.
One at 2 p. m.
One at 3 p. m.
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INDEX TO VOLUME VI.

OCTOBER, 1902, TO SEPTEMBER, 1903, INCLUSIVE.

A	No.
Atlantic City, Autumn Days at	1
America's Pantheon	3
An Old Town in a New Age	3
"Aftermath," The	3
A Grand Festival of Song, The Twelfth Sängerkunst of the North-eastern Sängerbund at Baltimore in June	6
"A Spring Fever Song"	7
Allegheny Mountain Resorts	7
"All Right Here!"	8
"An Art Criticism"	8
Atlantic City	8
"August"	11

B	No.
Baltimore & Ohio Railroad, Feeding the Traveling Public	4
"Blue Ridge Mountains," The	5
"Better Side," The	5
Baltimore as a Convention City	6
Baltimore	7
"Burn Down the Bridges"	7
"Ballade of Those Present"	8
Baltimore & Ohio Railroad, An Excursion Over, Seventy- two Years Ago	9
Baltimore & Ohio Railroad, Monstrous Electric Motors	9
Baltimore & Ohio Railroad, Great Coal Pier at Curtis Bay,	9
Baltimore	9
Barbara Fritchie, More About	10
Baltimore & Ohio Railroad, Largest Electric Motor in the World	12
Book We Took Along, The	12

C	No.
Charles Carroll of Carrollton	3
Constitutional Centennial Celebration, Chillicothe, Ohio	3
"Confidence"	4
"Cowboy Alone With His Conscience," A	4
Captain Bill on Success	8
Caring For a Sick-room	8
"Copper on the Corner," The	8
"Country of Wide-eyed Dreams"	8
Chinese Language, The	8
"Copy," or, The One Who Hustled	9
Crummy Catlin and the "Patches"	12
Columbus, Ohio	12
"Cheer Up!"	12

D	No.
"Dreamin' When the Band Plays"	1
Diamond-back Terrapin, The Passing of	2
"Dinkspielers"	8
Disseezle	8
"Dunks"	8
"Darkness, the Wind and the Rain"	12

E	No.
Elks, Benevolent and Protective Order of, at Baltimore in July	6
"Ebenezer Gray"	8
"Eggs"	8
"Election Day"	8
"End of the Tragedy," The	11

F	No.
From "Ballads of Bad Babies"	8
"Fount of Youth," The	8
"Flumkin to Flannigan"	8
Fable of the Regular Customer and the Copper-lined Enter- tainer	8
First Dialogue, The	8
"Fairy Tales"	8
"Fall-times," The	11
"Fragrant Memory," The	11
Footprints from the Mountains of Western Maryland	12
Flora, Illinois	12

G	No.
Game Laws of the States	2
Game and Fish, Where Abundant in Maryland and West Virginia	2
Game Laws of Maryland and West Virginia	2, 3, 4
"Greeting to the Humorists"	8
"Good-by, Sweetheart, Good-by"	8
Gettysburg, A Short Story of, Forty Years After the Battle	10
"Gratitude"	10

H	No.
Harper's Ferry, Correspondence Relating to the Insurrec- tion at	5
"Hobdely Gobbledy Land"	5
Hoosier Romance, A	8
"Housecleaning"	8
How the Town of Wheelock, N. D., got Its Town Pump	9
Harper's Ferry, Five Graves at	9
"Hoot, Layties, Hoot!"	10

I	No.
"I Want a Chum"	2
I. O. O. F., Seventy-ninth Annual Session of the Sovereign Grand Lodge at Baltimore in September	6
Indiana Springs	7
"If I Was Paw"	8
"In Autumn Woods"	8
"It's Morgan"	8
In a Minor Key	8
"I Wonder"	9
"It's Up to You"	9
International Cup Races, The	11

J	No.
Joe, the Jokesmith; or, Detected but Not Disgraced	5
Timely Tale of the Trusts	5

K	No.
Kossuth, Louis	1
"Kipling, Surmamed the Savage"	7

L	No.
Lake Erie Resorts	7
Lake Wawasee, Ind.	7
"Love Sonnets of an Office Boy"	8
"Little Boy," The	8
"Love Chord," The	12

M	No.
Making and Breaking	3
"My Valentine of Long Ago"	7
"Malden's Three"	8
"Madre de Dios"	8
"My son, My Son"	8
"Mother in Her Wedding Gown"	8
"Man Behind the Pick," The	8
Merrick's Paragraphs	8
Midshipman's Link	9
Making of a Pope, The	11

N	No.
"Nothin' Done"	8
"Nursery Thought," A	12

O	No.
"Our Boys"	1
Off for the South	8
"On Exhibition"	8
"Opportunity," by Henry Edward Warner	8
"Overwhelmed"	8
"Opportunity," by Arthur J. Burdick	9
"One That Went Wrong," The	11

P	No.
Panoramic Photography, Something New In	4
Parable of the Wise and Foolish Men	8
Philosophy of a Dyspeptic	8
Price of a Meal, The	8
"P. Kay"	8
"Poetry"	8
"Philosophy—Mauderlings"	8
"Plans for May"	8
"Power of Love," The	8

R	No.
Roosevelt, Then, President	1
"Remember"	6
Reason Why, The	8
Rip Van Winkle Analyzed	8
Railway Mail, Origin of	9

S	No.
Sanb Ends of Thought	In each number
"St. Louis, Ideal Route to	1
"Stars and Stripes" and Portrait of Washington to be	3
Spread Broadcast	3
Shepherdstown, W. Va.	4
St. Louis World's Fair, Progress of	4
"Song of the Old and the New"	4
St. Louis Exposition, The Lighting of	6
St. Louis World's Fair, Some of the Prominent Features	6
Shenandoah Valley Resorts	7
Seashore Resorts	7
"Swappin' Lies"	8
Story of Merry Mike Layin'	8
"Spirit of the Chimney," The	8
"Ship Talk"	8
"Sniping"	8
"Secrets"	8
Sketch of Bagdad	8
"Some Modern Instances"	8
Supreme Test of Friendship, The	8
"Somewhere"	11
"Sapho"	11
St. Louis World's Fair, Progress of	11
Smith, Christian, Veteran of Railroad Men	12

T	No.
Telegraphy, the Rowland System	1
"The Wily Handsman"	2
"Thanksgiving Day, 1902-1903"	6
"The Widdy McDufl"	6
Tale of the Accommodating Man, The	11
"The Poet"	12

U	No.
Uncle Eben's Fable	8
"Under Dog," The	8

W	No.
West Point	1
Washington Ninety-eight Years Ago	1
Washington, The New Municipal Library	5
Washington, Library of Congress	5
"When the Old Gag was New"	8
When the Light Went out	8
"What's the Matter with Kansas"	8
Woe McPherson	9
Why Judge Jagger Swore Off	9
Wandering Shade, The	11

The beautiful engraved portrait of the Stuart "Washington" on the cover of the Baltimore & Ohio "Guide to Washington" is alone worth more than the price of the book. ❧ ❧ ❧ ❧ ❧ ❧ ❧ ❧ ❧



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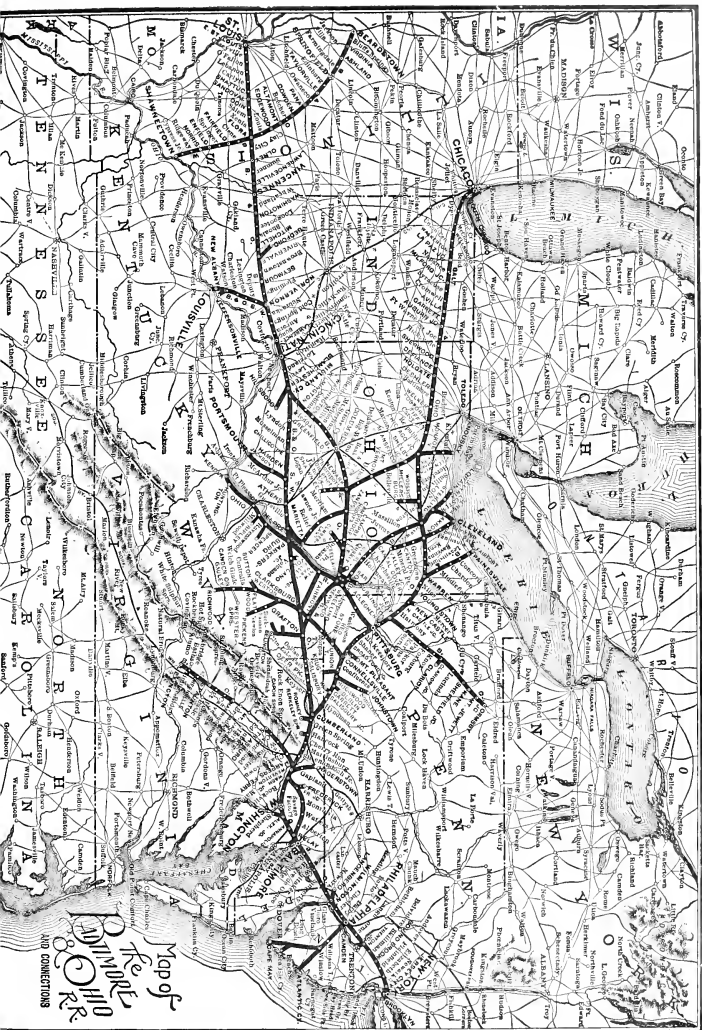
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The November number will be the Hunting and Fishing Resort number instead of the present number, as previously announced. ❧ ❧ ❧ ❧ ❧



Map of
the
RAILROADS
AND CONNECTIONS

Baltimore



EAST AND WEST



CALENDAR - 1903



JANUARY							FEBRUARY							MARCH							APRIL						
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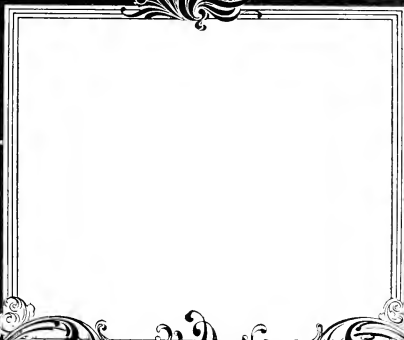
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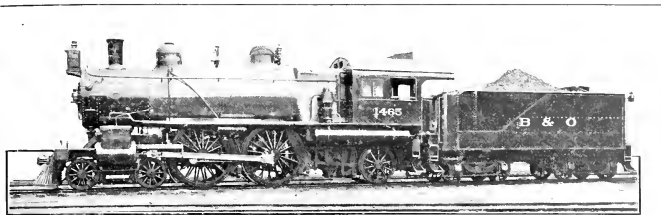
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Three vestibuled trains daily each way comprise the excellent service between the Metropolis and the World's Fair City. This route will be the favorite highway during the Louisiana Purchase Exposition in 1904, between the East and the West. The trains are modern throughout. The Coaches are marvels of comfort. The Drawing-Room Sleeping Cars are spacious. The Dining Car service is unexcelled.

New York, Pittsburg and Chicago Line

Two vestibuled trains run between New York and Chicago daily. One via PITTSBURG, affording a daylight ride through the Allegheny Mountains, with Observation Car. The other runs via NEWARK, OHIO, crossing the Ohio River at Benwood. These trains are equipped throughout with new Coaches with modern ventilation system, Pullman Drawing-Room Sleeping Cars and complete Dining Car service.

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NATURE'S RESPIRE

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY BY THE
PASSENGER DEPARTMENT OF THE BALTIMORE & OHIO RAILROAD.

VOL. VII.

BALTIMORE, NOVEMBER, 1903.

No. 2.

NATURE'S RESPITE.

BY HENRY EDWARD WARNER.

I.



ALL, in the glory of her crimson crown:
Yellow and gold, the sere leaves trembling down,
Carpeting paths where wood nymphs love to stray,
Whiling with kisses sweetest hours away.
There, where the feathered creatures of the earth
Joined in the carolings of joy and mirth,
Linger awhile the hallowed scenes among,
Where nature gives the tumbling echoes tongue.

II.

Hear ye the quail, flush'd from its leafy lair,
Beating its flight? or the affrighted hare
Bursting the hedges through? or in far space
The distant rippling of the clear brook's chase?
Hear ye the rustling of the autumn breeze
Crooning a requiem among the trees,
Whose branches, tuned to the undying song,
Bend to the melody that sweeps along?

III.

See ye the grandeur in the mighty breast
Of stalwart bluff, that tow'rs above the rest
E'en as some giant, where the lost dreams sleep,
Stands to eternity, his guard to keep?
Things of the earth! This place is nature's home—
Here with the rocks, the trees, the sweeping loam,
The solemn silence that is all but heard,
The peeping aster, the full-throated bird!

L'ENVOI.

Kings, monarchs, princes, men of high estate,
Great among men and thus accounted great,
Proud is your reign; yet over land and sea
Tempest of strife your labored course shall be!
Weary and worn, distraught by grievous care,
Burden-harassed, faint in the mighty glare
Of earthly turmoil, seek from pain surcease—
In nature's respite is the soul of peace!

THE LOUISIANA PURCHASE EXPOSITION.

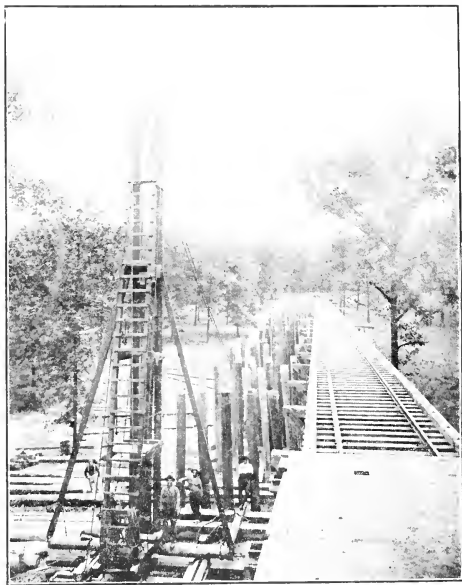
THE INTRA-MURAL RAILWAY AND "THE PIKE."

No. III.

WHEN the Intra-mural Railway was built for the Chicago Exposition various surmises, humorous and otherwise, were hazarded as to the meaning of the word "Intra-mural" and it was nicknamed almost everything from "Ultra

Railway" therefore signifies "The railway within the wall," or in its present application, the railway entirely within the boundaries of the Exposition.

When the visitor to the St. Louis World's Fair in 1904 is whisked over the



CONSTRUCTING ADDITION TO TRIPLE FOR DOUBLE TRACK ON
LINE OF THE INTRA-MURAL RAILWAY.

Moral" to "Interminable." For the benefit of those who have forgotten the correct definition, the compound word "intra-mural" is composed of the Latin preposition "intra," meaning "within," and "mural," pertaining to a wall, and the "Intra-mural

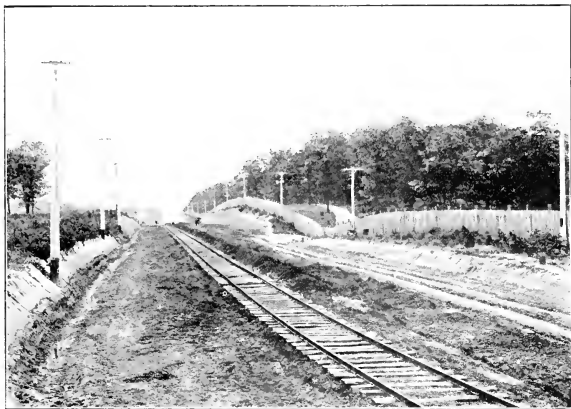
six miles of the Intra-mural Railway in 45 minutes, making the circuit of 1,240 acres of Exposition area quickly and without fatigue, he will be able to obtain en route a most comprehensive view of the grounds and buildings. Boarding a car at

the main entrance and going west, interesting sights will present themselves in rapid succession.

First comes the "Pike." The creator of "Mr. Dooley" gives it as his opinion that while we converse learnedly with the people whom we desire to impress, upon the educational benefits to be derived from great Expositions, we get the people we like in a corner and tell them what we saw in the street of the concessionaires. As Mr. Dooley is a very close student of human nature, a little advance information as to what may be expected of this popular

have been granted and officially announced, and fully as many more are expected:

Souvenir Stationery Co.,
Souvenir Rings,
Scenic Railway,
Old St. Louis,
Souvenir Silver Spoons,
Fleur-de-Lis Souvenirs,
Galveston Flood,
Wireless Telegraphy,
Ralston Purina Food,
Natatorium,
Jerusalem,
Inside Inn (Hotel),
German Tyrolean Alps,
Wonders of Liquid Air,



LOOKING NORTH ALONG LINE OF "SKINKER ROAD"—TRACK OF INTRA-MURAL RAILWAY.

thoroughfare may not be uninteresting, and the slang phrase "Go down the Pike" will have probably acquired new significance to many people before the great Exposition is over.

"The Pike" is situated on what is known as the Catlin tract, lying directly north of the Exposition grounds. It is about one mile in length and 600 feet in depth. It is estimated that the amusement concessions that will be located on the "Pike" will represent an outlay of over five millions of dollars. Thus far the following concessions

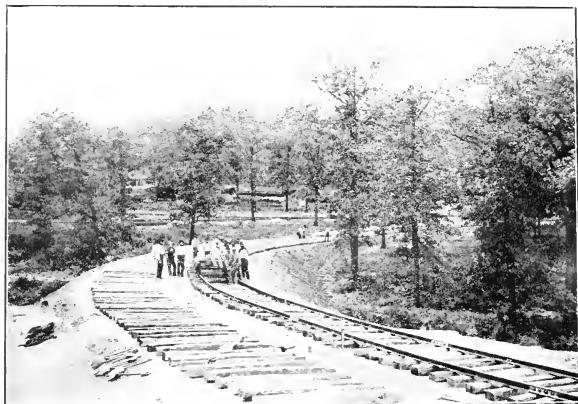
Administration Restaurant,
Grant's Log Cabin,
Official Music,
Temple Inn (Restaurant),
Colorado Gold Mine (Working Model),
Hunting in the Ozarks,
Ceylon Tea,
Constantinople,
Submarine Diving Exhibition,
Creation,
Over and Under the Sea,
Official Photographic Co.,
Souvenirs and Novelties,
Asia,
U. S. Naval Exhibition,
Irish Village,

Trip to the North Pole,
 Battle Abbey,
 Streets of Seville,
 Magic Whirlpool,
 Fire Fighting Exhibition,
 Automobile Service,
 Weller Pottery,
 Electric Launches and Gondolas,
 Chinese Village,
 Electric Automatic Chair,
 Optical Instrument Co.,
 Souvenir Goods,
 Rice Kitchen Restaurant,
 Moorish Palace,
 Art Metal Goods,
 Hagenback Trained Animals,

in the biggest, gayest playground ever conceived.

To the left are the northern facades of the Palace of Varied Industries and Transportation. The tops of the towers on the Varied Industries building are so high they cannot be seen while seated in the car.

Next, the road runs to the right of the group of foreign government buildings; further on, the Washington University group, standing on its plateau, the Administration building in the center, facing the east, its massive Tudor-Gothic architecture,



CONSTRUCTING CURVE ON LINE OF THE INTRA-MURAL RAILWAY

Miniature Railway,
 Cairo,
 Palais Du Costume,
 Siberian Railway and Russian Village,
 Dairy Lunches.

For about a mile the Intra-mural Railway runs parallel with the amusement street, at its back-yard, it is true, but the peculiar architecture of the buildings, gaily decorated, the cries of the barkers, the confused commingling of many airs played on all kinds of curious instruments, musical or otherwise, and above all the insistent hum of many happy voices, all combined, will give the impression of the happiest multitude

worked out in granite and Indiana limestone, reminding one of an English castle of the Elizabethan era.

Passing these structures the road runs along the northern fence until it reaches the athletic field in the extreme western end of the grounds, curving around the Stadium, running east and then south, past the Indian reservation and village, possibly the last exhibition of any consequence "Poor Lo" will ever have a chance to make.

Running east again, the road passes a very interesting feature—the largest geographically correct map of the United

States ever constructed, made of representative growing groups of each state, and covering six acres. On the right is the shore of Laguna de Bay, on which are situated the Moro villages and other features of the Philippine exhibit. The houses of the Moro town are built on poles over the water, boats being used as a means of transportation, their front doors being reached by ladders. A little colony of native Filipinos, numbering about thirty artisans, are now camped on the Exposition grounds, working on their exhibit, and the

to be made entirely of flowers. The mechanism is hidden in the hillside, so that the flowers themselves appear to tell the time. The dial is 100 feet in diameter, the minute hand fifty feet long, and the numerals fifteen feet high.

The car then runs south for half a mile on "Skinker Road;" this euphonic title taken from the name of one of the early settlers owning a large estate adjacent to the highway. On the right is the facade of the Agriculture Palace, 1,660 feet long, in front of which is a rose-garden, six



VIEW OF NORTH ENTRANCE, PALACE OF VARIED INDUSTRIES.

swart, active, little brown men, in their white duck suits, are objects of much interest to visitors. Their Oriental skins are very sensitive to even the chill of the mild fall weather, and a force of American carpenters had hastily to construct a warm "Cuartel" or dwelling for these latest wards of the government.

One may learn the time of day as the Intra-mural car runs by the Palace of Agriculture. On a gentle slope to the south is the most wonderful and largest time-telling device ever constructed, appearing

acres in area, with 60,000 rose bushes in bloom, filling the air with the fragrance of a million roses. On the left is the tree-covered slope of Camp Hill, with a glimpse here and there of the California and Illinois state buildings and the Temple of Fraternity, recently dedicated. Further along the immense conservatory of the Palace of Horticulture comes into view, then the stock pavilions.

Turning off Skinker road near the southern fence, and running east, the road plunges into a veritable forest. This

portion of the grounds, with its abundance of shade, its green foliage and rolling hills, is a quiet and restful retreat from the noise and bustle of the great show.

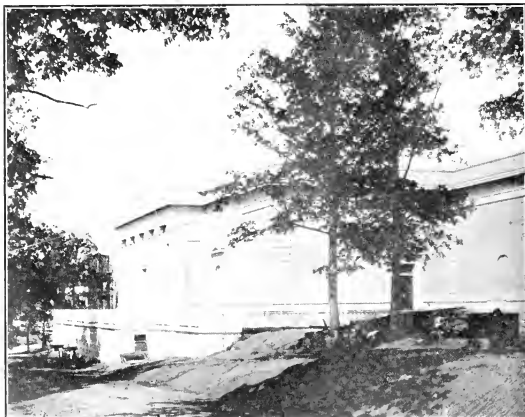
"Here the tired traveler, with sandals loosed, may rest," may steal away from the crowds to a secluded nook and commune with nature, until ready to return to the extreme opposite of this romantic rural environment.

The road winds in and out among the trees, dashing over long trestles and crossing deep ravines, in one place running near the rear of the Art Palace, the marble-like balustrades of its broad verandas being visible through the trees.

Further the road passes "Mining Gulch," where mines of all kinds are in operation. A typical '49 California mining camp is here, as well as the modern apparatus used in the mines of to-day. The out-of-door mining exhibit will be full of life and

motion and afford a fine opportunity of viewing the operations illustrating the various methods of mining and metal working.

Near the journey's end is "Inside Inn," a 2,500-room hotel, with accommodations for 6,000 guests. The road runs northward and to the east of the State buildings on the Plateau of States. Here twenty-nine states and territories have erected beautiful houses in a forest, to serve as state headquarters at the Fair. The United States Government building is next passed, then the Liberal Arts Palace, the Parade Entrance, and the eastern end of the main Transverse Avenue with the Triumphal Causeway, reaching the outskirts of the main picture, the beautiful Cascades. A little farther the northern facade of the Manufactures building is passed, and the trip ends close to the main entrance, where the start was made.



REAR VIEW EAST WING OF ART PALACE



ALONG THE POTOMAC.

BY STRICKLAND W. GILLILAN.

TALK about yer mirrors!
I ain't never seen
Nothin' like that worter
In its frame o' green,
Shinin' in th' sunshine,
Shinin' 'neath th' moon.
Talk about yer mirrors!
I ain't seen none like it,
No, not half way like it,
Don't expect to, soon.

Talk about yer jewels!
I ain't seen none yit
Had a sparkle to 'em
Like th' ones that flit
'Crost th' dimplin' ripples
Of that grand ol' stream.
Talk about yer jewels!
I ain't seen none like 'em,
Dono where you'd strike 'em
With a sim'lar gleam.

Talk about yer pictures!
Ain't no painter been
That could get up paintin's
With sich colors in;
Water that kin ripple,
Breezes that kin blow.
Talk about yer pictures!
I ain't seen none ever,
Don't expect to, never
Half so fine a show.

Talk about yer wardrobes!
Ain't nobody dressed
Half so fine, ain't carin'
If it's host or guest;
Timbered banks all gaudy,
Yellers, reds an' browns.
Talk about yer wardrobes!
Can't nobody dress
Half so fine, I guess,
Not in all th' towns.

Talk about yer travel!
I ain't rich, but gee!
Mirrors, jewels, pictures
All belongs t' me,
Ridin' 'long th' river
Drinkin' in th' show.
Talk about yer travel!
Maybe they's some place
On this big world's face
Nicer, but—dono.



By courtesy of the Edin Press, Winchester

LOUDON STREET FROM THE NORTH, WINCHESTER, VA

WINCHESTER, VIRGINIA.

BY MISS KATE M'VICAR.

WINCHESTER—A magic name that conjures up many a memory of the camp and battlefield. All over our land are gray-haired veterans who went there on the weary march, or borne along in the wild rush of battle, when shot and shell were raining down a deadly shower.

Battle-scarred though it be, yet Winchester is now, as in the olden days, "The Pearl of the Shenandoah Valley." It was the gateway through which passed the victorious armies of Jackson, Lee and Early, and through which they retreated when the tide of war had turned, and it became the portal through which the victorious Sheridan passed to sweep the valley with fire and sword.

What memories linger about that time, when often the first sunbeams of the day kissed the stars and bars, ere noonday the stars and stripes were floating over the city, and the setting sun illumined the stars and bars again. Over eighty times the city changed hands during the four years of civil war, and every street in it has echoed to the sound of marching feet. But many a legend and tradition of still older days are lingering around Winchester.

The first house was built in 1737, only a settler's log cabin; other pioneers crossed the Blue Ridge from eastern Virginia, and by 1754 there was quite a thriving village. It was from Winchester that Braddock and Washington with a body of English soldiers started on the ill-fated expedition that cost Braddock his life, and in which Washington was severely wounded. On his recovery Washington was sent there by the governor of Virginia to erect a fort to which the people in the valley could retreat when the Indians were on the war-path. This was completed in 1757. Some remains of the fort still exist, and a deep well dug to supply the garrison with water is still in good condition.

In 1764 the corner-stone was laid for the first Lutheran church in the valley. Its ruined wall is of interest to all visitors to the city. It is said that many of the zealous women of that day carried stone and mortar to help the men in building the church, and that all of the work was a labor of love.

Lord Fairfax donated the ground for the church and burying ground, as he had previously done for the Episcopal church,



By courtesy of the Eddy Press, Winchester.

STONEWALL JACKSON'S HEADQUARTERS.

of which he was a member. This English nobleman was closely identified with the early life of Winchester.

He named the town after the city in England where he was educated, and died there from grief and mortification over the surrender of Lord Cornwallis to the man who had been at one time a surveyor for Fairfax. His remains

lie under the Episcopal church. Gen. Daniel Morgan—the Ney of the Revolution—brave and dashing, brought the Hessian prisoners captured at Brandywine to Winchester, and from there he marched with a force of brave men to help the patriot cause in South Carolina, and it was his enthusiastic bravery that defeated the British at the battle of Cowpens. The house where he died on July 6, 1812, is still standing, and,



SHERIDAN'S HEADQUARTERS

By courtesy of the Eddy Press, Winchester.



SCENE OF SHERIDAN'S RIDE

By courtesy of the U. S. Army, Winchester

to the disgrace of our country his remains lie in our cemetery with only an old broken stone over them.

The Winchester of to-day is a city of over 5,000 inhabitants, with a very fine city hall, whose site was donated to the city by Lord Fairfax; the building having been erected a few years ago through the liberality of Charles B. Rouss, who lies in his splendid mausoleum in Mt. Hebron. His liberality made the fine system of water works in Winchester possible—a great spring of clear cold water is conveyed to a high reservoir, and thence through the town.

This spring is one of the group of springs held sacred by the Shawnee Indians; their medicine men had woven their magic spells over it, and they believed that whoever drank of its waters would come safely back from the chase or the war-path. Their magic still lingers around the waters and all may hear them murmur—

"Drink deep of my mystic waters and think,
That long ere the pale-face stood by my brink.

I was sealed with a seal, I was signed with a sign,
And whoever shall drink of these waters of mine,
Though he cross over mountain, or cross over plain,
He shall one day return to my margin again."

Of churches there is no lack—the Episcopal, Presbyterian, Lutheran, Baptist, two Methodist, a United Brethren and a Friend's meeting house. There is plenty

of room for more manufactories, but the knitting factory, woolen mills and two large establishments for the manufacture of gloves furnish work to a large number of persons. The historic Taylor House was for many years the leading hotel of the valley; many persons of distinction have been entertained there. During the civil war it was used both as headquarters and hospital. Many fine boarding houses are scattered through the city and during the summer season they are well filled with guests from both the North and South.

In the National cemetery are buried about 5,000 Federal soldiers. Only a narrow road divides it from the Confederate cemetery, where over 3,000 Southern soldiers are buried. It is kept up by the



WASHINGTON'S HEADQUARTERS

city and contains many handsome monuments erected by the different states in honor of their dead.

Quietly these warriors sleep, the victors and the vanquished,

“Under the roses the Blue,
Under the lilies the Gray.”

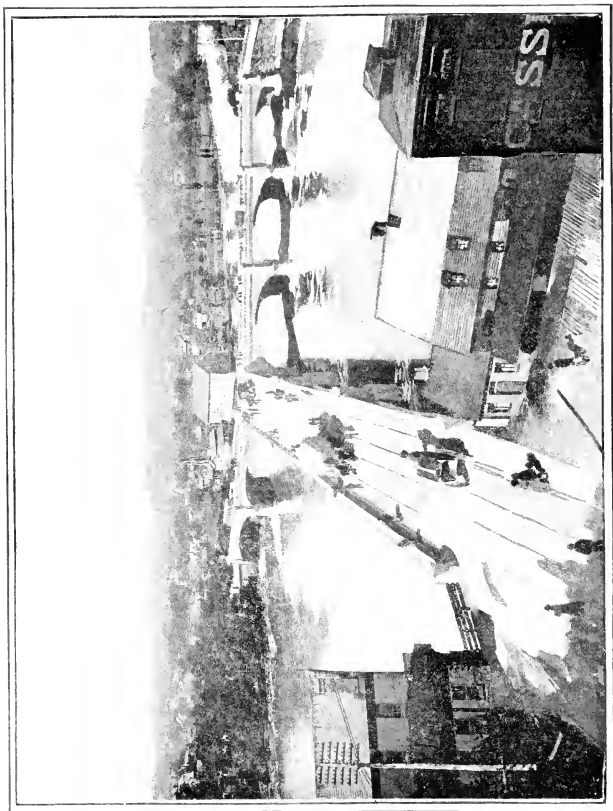
but the crimson stains have faded from the fields, the battle-smoke has cleared away

and the bitterness is gone with it, and now no city in the land is more loyal to the stars and stripes than Winchester, and she welcomes to her heart and homes those who fought beneath that banner as cordially as those who fought beneath the stars and bars.

Winchester is a good place to live in and an ideal place to die.



THE OLD TAYLOR HOUSE.



THE NEW "Y" BRIDGE AT ZANESVILLE, OHIO, WHICH TOOK THE PLACE OF THE OLD, COVERED WOODEN BRIDGE

ZANESVILLE, OHIO.

THE first settlers of Zanesville arrived at the mouth of the Licking River at its confluence with the Muskingum River in 1794. Five years later the town was laid out by John McIntire, who was known as its founder, patron and benefactor. It is the county seat of Muskingum County and has a population of about 25,000 and is the largest city in southeastern Ohio, east of Columbus.

It is the heart center of the beautiful and fertile Muskingum Valley and has grown to be a modern city of no little importance in its state, and its manufactures now have a world-wide reputation. As a railroad center its importance is exemplified in the fact that over seventy passenger trains leave Zanesville every twenty-four hours. Of this number the Baltimore & Ohio have the greatest number, connecting the city by through trains to New York, Philadelphia, Baltimore, Washington, Pittsburg, Cleveland, Wheeling, Chicago, Columbus, Cincinnati and St. Louis.

Aside from the railways, the Muskingum River affords a water route to the Ohio River. Zanesville is one of those characteristic Ohio cities which has advanced with modern ideas in municipal improvements.

The clay deposits in and around the city have afforded the means of many clay industries, the largest encaustic tile works in the United States being located at Zanesville. Tile, brick, pottery and art pottery are among the most important manufactures.

It is delightfully located as a residence city, the picturesque Muskingum River being one of the most beautiful streams in the state.

At Zanesville is the famous "Y" bridge which spans the river in three directions. The old, covered wooden "Y" bridge was torn down some three years ago and replaced by a handsome structure of stone and cement.

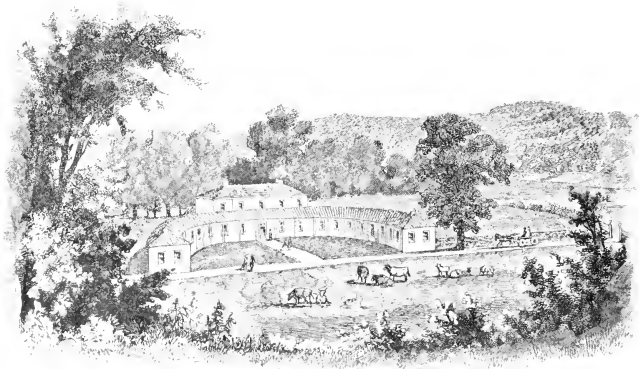
THE NECESSITY OF GAME LAWS.

FROM "AMERICAN FIELD."

THE game laws of a state are made to be respected, and if there are men in any community who persist in violating them, we care not whether they be friends or foes, acquaintances or relatives, it is the duty of every law-abiding sportsman to inform upon them and assist in their punishment. If this is not done the time is not far distant when that particular locality will have no need of a game law,

for there will be no game to protect.

Sportsmen everywhere should consider themselves ex-officio game wardens and endeavor to have the laws enforced, for the game is, in a degree, of more value to them than to the man who never goes afield with gun and dog, and if they do not show an interest in its protection they should make no complaint when the game in their locality is exterminated.



HOME OF HARMAN BLENNERHASSETT ON BLENNERHASSETT'S ISLAND

From an old print

BLENNERHASSETT'S ISLAND.

ITS TRUE HISTORY.

BY H. P. BALDWIN.

THERE is an island in the Ohio River, opposite the mouth of the Kanawha and in plain view from Baltimore & Ohio and B. & O. South-Western trains as they cross the Ohio River on the great steel bridge at Parkersburg, that nearly a century ago was the scene of one of the strangest and most pathetic stories in the history of this country.

The mystery which hung about the island and its owners gave rise to many conjectures, some of which have found their way into history, and others formed the basis of romantic tales and was only cleared away about two years ago, when all participants being dead for more than half a century, a relative published a frank statement of the facts, with a view to refuting the many mis-statements made in regard to Harman Blennerhassett and his island paradise.

Harman Blennerhassett was born in

Hampshire, England, in 1765, and was not of Irish birth or parentage, as commonly reported, but was of noble birth, being a direct descendant of King Edward III, on his mother's side of the house. He was one of nine children, being the younger of three sons. He selected the law as his profession, but soon after finishing his studies the death of his two brothers left him head of that branch of the house. Of his six sisters, five married men of fortune and high station, one remaining unmarried.

His father died a very rich man, portioning his daughters handsomely and leaving a large fortune to his son. When Harman Blennerhassett broke the entail he sold the estate for \$160,000; aside from this was an income not vested in the \$160,000, and a small income of \$6,600 per annum, which belonged to an entailed property as a separate portion and could

not be transferred, the use of which he had until his death.

His wife also came of a wealthy family, but was disinherited upon her marriage. Her sisters, however, laid aside money for her benefit and sent it to her regularly.

ostracized, and it was on account of this ostracism, and the fact that his proud family would not recognize his marriage, that he broke the entail, sold his English estate and came to America, accompanied by one friend, Thomas Emmett and wife,



FOUNDATION STONES OF THE BLANNERHASSETT MANSION AND OLD SYCAMORE TREES.

In 1796, Harman Blennerhassett married Margaret Agnew, whose father was Lieutenant-Governor of the Isle of Man and the son of James Agnew, of Revolutionary fame. Immediately after their marriage the young couple embarked for America, and after extensive travels through the eastern part of the country purchased the island in the Ohio River which still bears their name; the house and grounds complete representing an investment of \$60,000.

The secret which drove Harman Blennerhassett into exile, cutting him off from the large and honorable family connection and his English friends, was never known in America until the publication of the statement above referred to.

One of his sisters, Catherine, married an Agnew. His wife, Margaret Agnew, was the daughter of this sister, consequently his own niece. It is stated that he was sent to bring her, then 18 years of age, home from school. That he brought her, but brought her as his wife. It was for this she was disinherited and the couple

who remained in New York, and with whom Mrs. Blennerhassett spent her last days.

Harman Blennerhassett is described as a quiet, unassuming man, a great student and a fine musician. That he and his wife were kind, generous people, helping many struggling musicians and others in time of trouble and sickness. The secret which drove him into exile led him to seclude himself in his island home, but in this home money and taste were lavishly spent, to make it an earthly paradise. That he was somewhat eccentric, is indicated in the architecture of his home, which is described as a two-story frame edifice, fifty feet square, painted a dazzling white, with green blinds, with a peculiar curving portico projected in a semi-circle embracing within its arms a favored area of doorway. It is said that he designed the plan with the double purpose of indulging his fancy for an architectural novelty and of providing against destruction by lightning or earthquakes. These fears were never realized, but fire and flood and the devastating hand of ruthless soldiery completely

obliterated the edifice, and nothing is now left but the old well and a few of the foundation stones.

That Harman Blennerhassett joined Aaron Burr through love of adventure, or that he harbored any thought of treason against the government of the United States, there is nothing whatever in his life, character or mode of living, to indicate. The studious recluse, hiding in his heart a secret of which he had a morbid dread of his children learning, had more probably the view of retreating farther into the wilderness and lessening the opportunities of a chance encounter with those who might have known him in England, as the tide of population surged westward over the mountains.

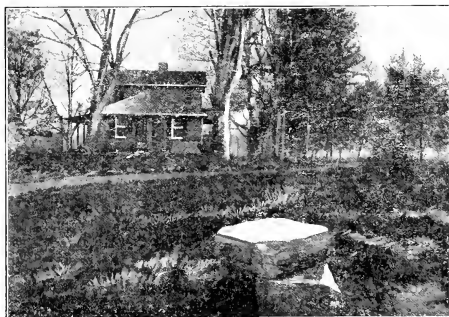
The Blennerhassetts had five children, and it seemed that the dire prophecies uttered against the marriage were all fulfilled in the second generation. The oldest son, Dominick, was a moral degenerate, and added many to the sorrows of his unhappy mother. The second child, Margaret, died in infancy. The third, Harman, Jr., was almost as bad as his brother. The fourth, another Margaret, also died in infancy. The fifth, Joseph, was a man of classical education, a fine linguist, a graduate in law with high honors, but the latter part of his life was spent in dissipation, and he died in 1862, the last direct descendant of Harman Blennerhassett, the death of his

two children, Robert and Emmett, preceding that of their father. There are blood relatives of both Mr. and Mrs. Blennerhassett in America and other branches of the family are still prominent in England, but the product of this unhappy marriage is now extinct.

Blennerhassett's connection with Aaron Burr has given him an unenviable place in American history; it was the ruination of his fortune, the devastation of his home, and gave him a prominence and notoriety which were doubtless distasteful in the highest degree to the scholarly recluse, whose secret had made privacy and seclusion the aim of his existence.

Burr visited the island for the first time in 1805; he had then lost the confidence of his political party, was in national disgrace on account of his duel with Hamilton, and had nothing to lose and much to gain, and doubtless the wealth of the Englishman was very tempting to the scheming politician. The magnetic eloquence of this man, aided by the beauty and fascination of his brilliant daughter, drew both the Blennerhassetts into their scheme with a very imperfect knowledge of its ultimate object.

The balance of the story is a matter of history. While Blennerhassett was in the South with Burr, both were arrested, the island taken possession of by the Virginia militia, who in sheer wantonness almost



PRESENT HOUSE ON SITE OF THE BLANNERHASSETT MANSION—OLD WELL TO THE LEFT AND STONES FROM MANSION IN FOREGROUND.

destroyed it; fire and flood afterwards completing its destruction. A bill was afterwards introduced in Congress for indemnity for losses inflicted through the militia, which was warmly pressed by Henry Clay, and might have passed but for the death of Mrs. Blennerhassett, in New York, June 16, 1842. She lies buried in St. Paul's churchyard, Broadway, New York, by the side of her friend Mrs. Emmett, with whom she originally came from England.

After the destruction of their island home the Blennerhassetts went to live on a plantation on the Mississippi River. Here they met with but indifferent success, but staid twelve years, then sold it and went to Canada, and in 1821 returned to England, residing in the island of Guernsey with the maiden sister of Mr. Blennerhassett, who died in her house February 26, 1831, in the 66th year of his age.

In 1840 Mrs. Blennerhassett returned

to America to press her claim against the government, with the result as noted above.

The land has passed into alien hands, and is now cut up into fertile, well-tilled farms. The present inhabitants seem to know little, and care less, about its past, and look with stolid wonder, not unmixed with scorn, upon people who come miles to gaze on some old sycamore trees, a few shaped foundation stones and an old well, and "ask foolish questions about old Blennerhassett."

Blennerhassett's Island still lies upon the broad breast of "La Belle Riviere," encircled by her mighty arms; its banks lapped by the placid water in summer or torn and rent by ice and flood in the spring freshets, just as it did a hundred years ago, but of the broken spirits and ruined lives who found thereon a refuge for a little time, nothing is left but—the name.

[For the data from which this sketch is compiled we are indebted to an article in the Century Magazine of July 1, 1901, by Mrs. Therese Blennerhassett-Adams; to Prof. W. H. Venable's "A Dream of Empire," and to various papers and addresses prepared for the Centennial Celebration of Marietta, Ohio, celebrated April 7, 1888.]





HUNTING AND FISHING GROUNDS ALONG THE BALTIMORE & OHIO RAILROAD.

SPORTSMEN desiring information concerning the hunting and fishing grounds along the Baltimore & Ohio Railroad will find the following suggestions to their convenience.

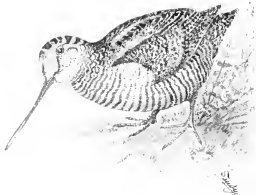
Following the line from the east to the west, across the states of Maryland and West Virginia, every possible kind of game and fish can be found in abundance.

The Susquehanna River is famous for its shad fisheries and the Susquehanna Flats for duck shooting. The river forms the boundary between Cecil and Harford Counties, Maryland, emptying into the Chesapeake Bay at Havre de Grace, which is the most convenient town for sports-

men's headquarters, for this section. In both counties special game laws prevail aside from the regular state laws, made necessary for the protection of game on account of the superabundance thereof, and the possible greed of irresponsible hunters to bag more than a reasonable share. The laws are just and reasonable and fully appreciated by the legitimate sportsman.

In the table of Open Seasons of Maryland, which is printed herein, is a full list of the various kinds of game, giving condensed information in regard to the seasons, license required, etc.

Between Harford and Baltimore Coun-



By George A. T. Outing.
AMERICAN WOODCOCK



By George A. T. Outing.
GOLDEN PLOVER

ties are the marshes of the Gunpowder River, widely known for snipe, rail and reed bird and duck shooting. The Gunpowder and its tributaries also abound in "gudgeon," which are popular among small sportsmen in the early spring.

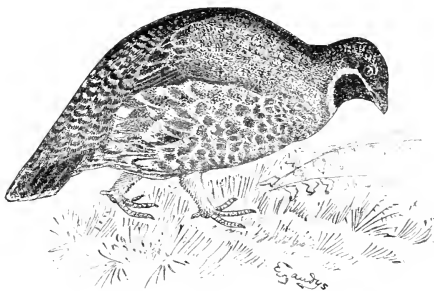
Baltimore County, as well as Cecil and Harford, borders on the headwaters of the Chesapeake Bay. The City of Baltimore, separate from the county, is on the Patapsco River, which forms the Baltimore Harbor, but the Chesapeake Bay proper begins about ten miles below the city.

Anne Arundel County lies south of Baltimore City, with its entire eastern border along the Patapsco River and Chesapeake Bay.

The Baltimore & Ohio Railroad from

partridge being the term generally applied. West of the Ohio River the name of "quail" predominates.

From Washington Junction the main line of the railroad skirts the Potomac River through Frederick County and across a narrow strip of Washington County, crossing the river at Harper's Ferry, where the road enters West Virginia on its route across the Allegheny Mountains, following the border line for most of the distance between Maryland and West Virginia, with Washington and Allegheny Counties in Maryland on the north side of the Potomac, and Jefferson, Berkeley, Morgan, Hampshire and Mineral Counties in West Virginia on the south side, in the order named from east to west.



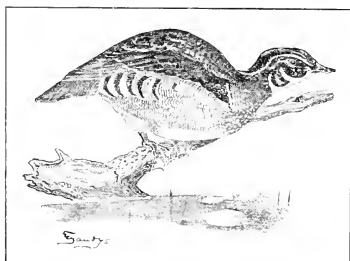
PINNATED GROUSE

By a sketch of Audus.

Baltimore to Washington crosses Howard and Prince George Counties, through a territory of no principal importance for any kind of game. West of Washington the line crosses Montgomery County and strikes the Potomac River at its confluence with the Monocacy River. From this point the Monocacy Valley extends northward through Frederick County, east of the Catoctin Mountains, the most beautiful agricultural section of Maryland. The river abounds in bass and the surrounding country in small game, such as squirrel, rabbit, pheasant and partridge or quail. It might be mentioned here that "partridge" and "quail" are synonymous in the states of Maryland, Virginia and West Virginia,

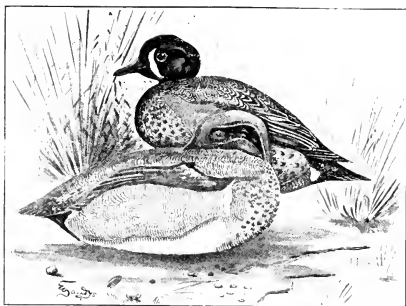
Throughout this territory of the Potomac River the sportsman finds a paradise in the mountainous section for wild turkey, partridge, squirrel, raccoon and rabbit; and in the small mountainous streams emptying into the Potomac trout are abundant. The Potomac River, rich in black bass and pike, needs no introduction to the professional angler, or indeed to fishermen with lesser pretensions. The same special laws governing fishing in the Potomac River cover Maryland, West Virginia and Virginia.

Among the stopping-off places in this territory most convenient to the sportsman are North Mountain, in Berkeley County, W. Va.; Cherry Run and Berkeley Springs, in Morgan County, W. Va.; Hancock, in



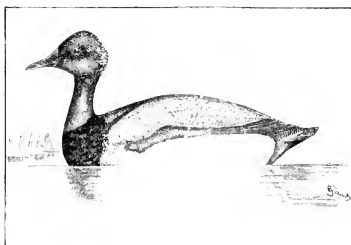
WOOD DUCK

By courtesy of "Outing."



GREEN WING AND BLUE WING TEAL

By courtesy of "Outing."



CANVAS BACK

By courtesy of "Outing."

Washington County, Md.; Great Cacapon, in Morgan County, W. Va., where the Great Cacapon River empties into the Potomac; and Green Springs, in Hampshire County, W. Va., on the Potomac River, from which a branch of the railroad runs down to Romney, in the same county. The western portion of Allegheny County, Maryland, and the northern portion of Mineral County, West Virginia, is mountainous and abounds in all kinds of game peculiar to hilly regions. The choice hunting grounds are best reached through Cumberland and Rawlins in Maryland, and Keyser and Piedmont in West Virginia.

Piedmont, W. Va., is at the foot of the great Allegheny plateau known as The Glades, which lies entirely in Garrett County, Maryland. The best trout fishing in the neighborhood is in the Savage River and its tributaries. On the plateau, which is one of the highest sections of the Alleghenies, are the summer resorts of Oakland, Mountain Lake Park and Deer Park. Here the Youghiogheny River obtains its source.

Some five or ten miles north of the railroad are the Meadow and Negro Mountains, from which choice trout streams wend their way to make up Deep Creek, emptying into the Youghiogheny River, and the Castleman River emptying into the Monongahela River.

A few miles west of Oakland the railroad leaves Maryland and enters West Virginia in Preston County, descending the

Alleghenies from Terra Alta along the Briery Mountains through the famous Cheat River region, passing westward to Grafton, in Taylor County, and into the Tygart's Valley River region. The usual small game abounds in this section. The Cheat and Tygart's Valley Rivers are full of bass and salmon, and all of the mountain streams are well stocked with trout.

The Belington Branch of the Baltimore & Ohio southward from Grafton follows the Tygart's Valley River towards its source in the Cheat Mountains. Another division of the railroad runs southward from Clarksburg through Harrison, Lewis, Upshur, Braxton, Webster and Nicholas Counties, through a wild portion of the state, which affords splendid deer and bear hunting. Almost the entire state of West Virginia is wooded, hilly and dry and is reached exclusively by the Baltimore & Ohio Railroad and its branches.

The railroad runs directly northwest across the state of Ohio to Chicago Junction, from which point a branch line extends northward to Sandusky on Lake Erie. This portion of the state furnishes good duck shooting in the marshes and lowlands of Ottawa, Lucas and Sandusky counties. The most popular streams are Mud Creek, tributary to the Sandusky River; Crane Creek; Toussaint Creek; La Carpe; Sandusky Bay and Maumee Bay. The fishing grounds of Lake Erie in the neighborhood of Sandusky need no introduction.





Stub Ends of Thought

By ARTHUR G. LEWIS.



THE general trend of individual thought should always lean towards reason and research.

WHEN envy fails to injure it either turns to toleration or hate.

THERE is only a narrow line of time between what men call a good fellow and what undertakers term a corpse.

UNSELFISHNESS with a hand of charity leads love to the pasture of our generosity.

DEBT robs men of what little moral courage they possess, after proving the deficiency of that commodity by going into it.

PRACTICAL demonstration of affection is the only proof of unselfish devotion.

LET us never turn vice into ridicule or laugh at the simplicity of innocence.

MANY people lose more time over regrets for an impossible past than they devote to the efforts of a possible future.

SENTIMENT is silent in the hearts of some people only because they lack sufficient moral courage to express it.

THE sweetest spot on earth to live is just within the gates of our income.

TOO often we only express our virtues and practice our faults.

THE existence of knowledge is often best illustrated by interrogation.

DETAIL and system are the primary parents of executive ability.

LOVE lives on the hope of what may be or the memory of what has been.

PROBE prejudice with justice and the residue found is either envy or ignorance.

COURAGE.

BY ARTHUR G. LEWIS.

IN the clear light of what we hope,
From the shades of what we fear,
Let us heed the notes of warning
From afar;
And steer away from dreaming,
To real and earnest spheres,
'Till the sun is shining brightly
Where we are.

GAME LAWS OF MARYLAND.

TABLE OF OPEN SEASONS FOR HUNTING.

Deer—Only in the following Counties:
 Allegany..... Oct. 15 to Jan. 1
 Garrett..... After Sept. 30, 1906
 Washington..... Nov. 1 to Jan. 1

Squirrel—(State Law) (Ch. 206, Acts 1898—Sept. 1 to Dec. 1, in all Counties, except:
 Allegany..... Oct. 15 to Jan. 1
 Anne Arundel..... Nov. 10 to Dec. 25
 Carroll..... Sept. 1 to Jan. 15
 Frederick (gray or fox squirrel)..... Sept. 1 to Nov. 15
 Garrett (State Law)..... Unprotected
 Kent..... Not lawful
 Montgomery (gray squirrel)..... Aug. 1 to Dec. 15
 Prince George..... Nov. 10 to Dec. 25
 Washington..... Sept. 15 to Dec. 25
 Wicomico..... Sept. 1 to Feb. 15

Rabbit—Baltimore, Baltimore City (sale), Calvert, Kent, Washington (State Law), Nov. 1 to Dec. 25.
 Allegany..... Oct. 15 to Jan. 1
 Anne Arundel..... Nov. 10 to Dec. 25
 Carroll..... Nov. 10 to Dec. 25
 Howard..... Nov. 10 to Dec. 25
 Prince George..... Nov. 10 to Dec. 25
 Caroline..... Nov. 15 to Jan. 15
 Wicomico..... Nov. 15 to Jan. 15
 Worcester..... Nov. 15 to Jan. 15
 Cecil..... Nov. 1 to Jan. 10
 Charles..... Oct. 15 to Jan. 15
 Dorchester..... Nov. 10 to Jan. 10
 Frederick..... Nov. 15 to Dec. 15
 Garrett (State Law)..... Nov. 1 to Feb. 1
 Harford..... Nov. 1 to Dec. 1
 Harford..... Nov. 1 to Dec. 1
 Montgomery (1)..... Nov. 1 to Dec. 20
 Queen Anne..... Nov. 15 to Dec. 25
 St. Mary..... Sept. 1 to Jan. 15
 Somerset (2)..... Nov. 10 to Jan. 1
 Talbot..... Nov. 1 to Jan. 1

Quail (or Partridge)—(Baltimore, Baltimore City (sale), Charles, Kent, St. Mary, Washington (State Law), Nov. 1 to Dec. 25.
 Allegany..... Oct. 15 to Jan. 1
 Anne Arundel..... Nov. 10 to Dec. 25
 Carroll..... Nov. 10 to Dec. 25
 Howard..... Nov. 10 to Dec. 25
 Prince George..... Nov. 10 to Dec. 25
 Calvert..... Nov. 1 to Jan. 11
 Caroline..... Nov. 15 to Jan. 15
 Wicomico..... Nov. 15 to Jan. 15
 Worcester..... Nov. 15 to Jan. 15
 Cecil..... Nov. 1 to Jan. 10
 Dorchester..... Nov. 10 to Jan. 10
 Frederick (3)..... Nov. 15 to Dec. 15
 Garrett..... Nov. 1 to Dec. 1
 Harford..... Nov. 1 to Dec. 20
 Montgomery..... Nov. 1 to Dec. 20
 Queen Anne..... Nov. 15 to Dec. 25
 Somerset (4)..... Nov. 20 to Feb. 1
 Talbot..... Nov. 1 to Jan. 1

Ruffed Grouse (or Pheasant)—(Baltimore, Calvert, Caroline, Charles, Kent, Talbot (State Law), Nov. 1 to Dec. 25.
 Allegany..... Oct. 15 to Jan. 1
 Anne Arundel..... Nov. 10 to Dec. 25

Howard..... Nov. 10 to Dec. 25
 Prince George..... Nov. 10 to Dec. 25
 Baltimore City (sale), (State Law)..... Oct. 1 to Dec. 25
 Carroll..... Nov. 10 to Dec. 25
 Queen Anne..... Nov. 10 to Dec. 25
 St. Mary..... Nov. 10 to Dec. 25
 Cecil..... Sept. 5 to Feb. 1
 Dorchester (State Law), Nov. 10 to Feb. 1
 Wicomico (State Law), Nov. 10 to Feb. 1
 Worcester (State Law), Nov. 10 to Feb. 1
 Frederick (5)..... Nov. 15 to Dec. 15
 Garrett..... Nov. 1 to Dec. 1
 Harford..... Nov. 1 to Dec. 1
 Montgomery..... Sept. 1 to Jan. 1
 Somerset..... After April 1, 1905
 Washington..... Aug. 12 to Dec. 25

English Pheasant, Mongolian Pheasant—(State Law), Nov. 1 to Dec. 25, except:
 Anne Arundel..... Nov. 10 to Dec. 25
 Howard..... Nov. 10 to Dec. 25
 Prince George..... Nov. 10 to Dec. 25
 Dorchester (State Law), Nov. 10 to Feb. 1
 Somerset (State Law), Nov. 10 to Feb. 1
 Wicomico (State Law), Nov. 10 to Feb. 1
 Worcester (State Law), Nov. 10 to Feb. 1
 Garrett (6)..... Nov. 1 to Dec. 1

Wild Turkey—Baltimore, Baltimore City (sale), Calvert, Caroline, Charles, Frederick, Prince George, Talbot (State Law), Nov. 1 to Dec. 25.
 Allegany..... Oct. 15 to Jan. 1
 Dorchester (State Law), Nov. 10 to Feb. 1
 Somerset (State Law), Nov. 10 to Feb. 1
 Wicomico (State Law), Nov. 10 to Feb. 1
 Worcester (State Law), Nov. 10 to Feb. 1
 Garrett..... Nov. 1 to Dec. 1
 Howard..... Nov. 10 to Dec. 25
 Kent..... Not lawful
 Montgomery..... Nov. 1 to Mar. 1
 Washington..... Nov. 1 to Jan. 1
 Anne Arundel..... Unprotected
 Carroll..... Unprotected
 Cecil..... Unprotected
 Harford..... Unprotected
 St. Mary..... Unprotected
 Queen Anne..... Unprotected

Dove—(State Law), Aug. 15 to Dec. 25, except:
 Carroll..... Not lawful
 Frederick..... Not lawful
 Wicomico..... Not lawful
 Kent..... Aug. 1 to Dec. 25
 Somerset..... Aug. 15 to Jan. 1
 Washington..... Aug. 12 to Dec. 25

Wild Pigeon—Kent County only, Aug. 1 to Dec. 25.
Woodcock—Baltimore, Baltimore City (sale), Calvert, Frederick, Howard (State Law), July 1 to Dec. 25 and Nov. 1 to Aug. 1.
 Allegany (8)..... Oct. 15 to Jan. 1
 Anne Arundel..... July 2 to Jan. 1
 Prince George..... July 2 to Jan. 1
 Carroll..... July 1 to Jan. 15
 Cecil..... July 15 to Dec. 25
 Cecil..... June 16 to Jan. 1
 Charles..... July 3 to Feb. 21

Dorchester..... June 1 to Jan. 1
 Somerset..... June 1 to Jan. 1
 Garrett..... Nov. 1 to Dec. 1
 Harford..... Nov. 1 to Dec. 1
 Kent..... Nov. 1 to Dec. 25
 Montgomery..... July 1 to Jan. 1
 Queen Anne..... July 5 to Feb. 1
 St. Mary..... July 5 to Feb. 24
 Talbot..... July 5 to Jan. 1
 Washington..... July 12 to Dec. 25
 Wicomico..... June 15 to Feb. 1
 Worcester (9)..... Nov. 10 to Feb. 1

Plover—(State Law), Aug. 15 to May 1, except:
 Anne Arundel..... Sept. 11 to May 1
 Prince George..... Sept. 11 to May 1
 Carroll..... Sept. 1 to May 1
 Kent..... Sept. 1 to Dec. 25
 Wicomico..... Nov. 15 to Jan. 15
 Worcester..... Unprotected

Snipe—(State Law), Aug. 15 to May 1, except:
 Anne Arundel..... Sept. 11 to May 1
 Prince George..... Sept. 11 to May 1
 Carroll..... Sept. 1 to May 1
 Kent..... Mar. 15 to June 1
 Wicomico (sandpiper) Nov. 15 to Jan. 15
 Worcester..... Unprotected

Sora, Water Rail or Ottonal—(State Law), Sept. 1 to Nov. 1, except:
 Anne Arundel..... Sept. 15 to Jan. 15
 Cecil..... Sept. 5 to Feb. 1
 Harford..... Sept. 1 to Dec. 1
 Prince George (on marshes of Patuxent, Potomac or Patuxent, bordering on Prince George or Anne Arundel Counties)..... Sept. 5 to Nov. 1
 Talbot..... Sept. 10 to Jan. 1

Reedbird—(State Law), Sept. 1 to Nov. 1, except:
 Cecil..... Sept. 5 to Feb. 1
 Harford..... Sept. 1 to Dec. 1

Duck, Goose, Brant, Swan and other Wild Fowl—(State Law), Nov. 1 to April 10, except:
 Allegany..... Unprotected
 Anne Arundel (wild fowl on Magothy, South and Severn Rivers) (10)..... Oct. 1 to May 1

Caroline (ducks) (10)..... Sept. 15 to April 1
 Cecil (10)..... Special local provisions
 Harford (10)..... Special local provisions
 Charles (10)..... (wood or summer duck), (State Law)..... Oct. 1 to April 10
 Dorchester (10)..... Special local provisions
 Summer duck..... Jan. 10 to Nov. 10
 Somerset (duck, except wood duck)..... Oct. 1 to April 1
 Wood or summer duck Sept. 1 to Jan. 1
 Goose (10)..... Nov. 1 to April 1
 Talbot (wild fowl except summer duck, on Great Choptank River)..... Oct. 1 to April 1
 Wicomico (10)..... (wood or summer duck)..... Sept. 10 to Jan. 1
 Summer duck (10)..... Sept. 10 to Jan. 1
 Worcester (10)..... (wood or summer duck)..... Sept. 1 to Mar. 1

(1)—Killing by other means than shooting prohibited Nov. 1 to Jan. 15.

(2)—Except in Dames Quarter Election District No. II, where rabbits are protected until April 8, 1906.

(3)—Ch. 587, Acts 1900.

(4)—Except in Dames Quarter Election District No. II, where protected until April 8, 1904.

(5)—Ch. 587, Acts 1900.

(6)—According to an Act passed in 1900, prohibiting the shooting of "any pheasant" during stated season. If the term quoted applies only to ruffed grouse, the open season for imported pheasants is Nov. 1 to Jan. 1, as fixed by the general law of 1898.

(7)—It is not clear whether the intent of the law is to protect the wild turkey in these Counties for this season or to leave it unprotected. However, the bird is practically extinct in this section.

(8)—Also in month of July.

(9)—Also in month of July.

(10)—Otherwise as stated in State Law, Ch. 206 Acts 1898, April 10 to Nov. 1.

In Harford County it is unlawful to hunt, trap, expose for sale, etc., any pheasant, partridge, robin, rabbit or woodcock on any general election day in November—Acts 1902 Ch. 68.

GAME LAWS OF MARYLAND—Continued.

Licenses for Non-Residents.

In all the Counties of the State, except Allegany, non-residents are now compelled to secure license before they can hunt. The license is issued by the Clerk of the Circuit Court in all the Counties except Wicomico, where the County Clerk is charged with this work. In all of the Counties except the following, land owners or residents may invite non-residents to hunt on their own lands or with them, in which case no license is required. This does not apply to Kent, where even if invited by a resident the non-resident must take out license, costing \$5 (Acts 1894, Ch. 501). Caroline, Dorchester (except relatives of blood or by marriage), Garrett, Kent (see above), Somerset (unless accompanied by resident), Talbot, Wicomico (unless accompanied by resident) and Worcester.

The following Counties require license. To the amount of the license must be added the clerk's fee of 50 cents: Garrett, \$25; Charles, Prince George's, St. Mary's, \$30; Frederick, Kent, \$5; if invited by land owner. Montgomery, \$15; Baltimore, Calvert, Carroll, Cecil (wild water fowl), Harford, Somerset, Washington, Wicomico, Worcester (wild fowl), \$10; Talbot, \$9.50; Howard, \$7.50; Cecil (upland game and shore birds), \$5; Caroline, Dorchester and Queen Anne's, \$4.50. Most of them are good for one year from date of issue and are non-transferable.

In Washington County no license is required from residents of the District of Columbia and land owners may invite any non-resident to hunt on their own land (Acts 1902, Ch. 359). The term "State Law" is used to indicate the seasons fixed by the public general law of 1908, Ch. 306. In contradistinction to the special county laws. The seasons which apply to the whole State or a majority of the Counties are set forth after the words "State Law," those relating only to special Counties in line with that County. In case of conflict the local law prevails.

Muskrat, Raccoon and Otter.

Chapter 304, Acts 1902, makes it unlawful to trap, catch or kill, or have in possession, if trapped, caught or killed in this State, any otter, marten or muskrat between April 1 and January 1. Penalty, \$5 to \$20. Not to apply to the following Counties: Allegany, Anne Arundel, Baltimore, Calvert, Caroline, Carroll, Cecil, Charles, Frederick, Garrett, Harford,

Howard, Montgomery, Prince George's, Queen Anne's, St. Mary's, Washington and Worcester.

This chapter supersedes Chapter 264, Acts 1902, and is the law governing these animals.

Export of Game.

Export of game is prohibited by state laws in the following Counties.

Anne Arundel—Quail, partridge, pheasant, woodcock from county—penalty, \$5 for each bird.

Calvert—Rabbit, partridge, woodcock from county (for sale, barter or trade)—penalty, \$10.

Caroline—Rabbit, quail, partridge, woodcock from county—penalty, \$5 for each rabbit or bird.

Frederick—Squirrel, partridge, pheasant, woodcock from county—penalty, \$20.

Garrett—Quail, partridge, pheasant, wild turkey, woodcock from county—penalty, \$5 \$25, or imprisonment until fine is paid.

Kent—Squirrel, rabbit or any bird for sale from county—penalty, \$20.

Montgomery—Partridge, pheasant, wild turkey for sale from county—penalty, \$10.

Queen Anne—Rabbit, partridge, woodcock, for sale from county—penalty, \$5 for each bird.

Somerset—Squirrel, rabbit, partridge, pheasant, dove, woodcock, duck, goose from county—penalty, \$3-\$25 for each animal or bird.

Washington—Deer, squirrel, rabbit, partridge, pheasant, wild turkey for sale from county—penalty, \$10 \$20.

Wicomico and Worcester—Quail or partridge from both Counties considered as one territory—penalty, \$3-\$25.

Sale of Game.

Restrictions on sale of game in the following counties: Anne Arundel—Quail, partridge, pheasant, woodcock. Baltimore City—Ruffed grouse, sale permitted October 1 to December 31. Frederick—Squirrel, partridge, pheasant, woodcock, taken in county. Garrett—Quail, partridge, pheasant, wild turkey, woodcock for export from county. Montgomery—Partridge, pheasant, wild turkey for export. Washington—Deer, squirrel, rabbit, partridge, pheasant, wild turkey, taken in county. Wicomico and Worcester—Quail or partridge for export (both Counties considered as one territory).

GAME LAWS OF WEST VIRGINIA.

TABLE OF OPEN SEASONS FOR HUNTING.

[Revised Frank Lively, Game Warden, Hinton, West Virginia.]

Deer	Oct. 15 to Dec. 15	Prairie Chicken ..	Oct. 15 to Dec. 15	Wood Duck	Oct. 1 to April 1
Squirrel	Sept. 15 to Jan. 1	Wild Turkey	Oct. 15 to Dec. 15	Wild Duck, all species, Oct. 1 to April 1	
Rabbits	Sept. 15 to Jan. 1	Virginia Partridge (Quail) ..	Nov. 1 to Dec. 30	Wild Goose	Oct. 1 to April 1
Ruffed Grouse	Oct. 15 to Dec. 15	.....	Oct. 1 to April 1	Brant	Oct. 1 to April 1
Pheasant	Oct. 15 to Dec. 15	Blue Winged Teal ..	Oct. 1 to April 1	Suipe	March 1 to July 1
Pinnated Grouse	Oct. 15 to Dec. 15	Mallard	Oct. 1 to April 1	Woodcock	July 15 to Nov. 1

It is unlawful to chase or hunt deer with dogs within this State at any time. No person shall at any time kill fawn when in its spotted coat, or have the fresh skin of such fawn in his possession. No person, firm or corporation shall at any time kill or have in possession deer, wild turkey, quail, pheasant or ruffed grouse, or any part of same, with the intention of sending or transporting the same, or have the same sent or transported beyond the limits of this State.

It is unlawful for any person to kill more than twelve quail or partridge in any one day; and for any person at any time to catch by seine, net or trap, wild turkey, ruffed grouse, pheasant, quail or Virginia partridge.

It is unlawful for any person, by the use of swivel or pivot gun, or by the aid of push boat or snook boat, used for carrying such guns, to catch, kill or wound or destroy, upon any of the waters, bogs, rivers, marshes, mudflats, or pursue to cover to which wild fowl resort within this State, wild duck, wild goose or brant.

It is unlawful for any person at any time to catch, kill or

injure the skunk or polecat, except in the defense of property, in the Counties of Jackson, Marshall, Wood and Brooke. Any person found with recently killed skunk or polecat skins in his possession shall be presumed to have killed the same.

Any person violating any provision of this section shall be guilty of a misdemeanor, and upon conviction thereof, shall be fined not less than \$20 and not more than \$50 for each offense (fines varying according to the offense), and at the discretion of the Court or Justice trying the case, may be confined to the county jail not exceeding ten days.

It shall be unlawful for any person not a citizen of the State of West Virginia to hunt in any of the Counties of this State without first having obtained a license from the Game Warden. A non-resident of the State may procure a hunter's license by filing his affidavit with the Clerk of the County Court and on the payment of \$15, to which shall be added the recording fee of \$1. Such license when secured will be good in all Counties for one year from date of issue.

GAME LAWS OF VIRGINIA.

OPEN SEASONS FOR HUNTING.

Deer	Oct. 1 to Jan. 1	Rails	July 20 to Jan. 1	Snipe	July 20 to Jan. 1
Wood Duck	Aug. 1 to Jan. 1	Mudhens	July 20 to Jan. 1	Gallinules	July 20 to Jan. 1
Mallard	Oct. 15 to April 1	Willits	July 20 to Jan. 1	Robins	Feb. 15 to April 1
Wild Duck	Oct. 15 to April 1				
Wild Goose	Oct. 15 to April 1				
Plovers	July 20 to Jan. 1				
Wild Turkeys					
Pheasants					
Grouse					
Quail					
Partridges					
Woodcock					

It is unlawful for any person to shoot at, or kill, or capture any wild water fowl or wild turkey, or any game bird or game animal, later than one-half hour after sunset, or earlier than one-half hour before sunrise, or to shoot or hunt any game in this State on Sunday.

It is unlawful to use traps, or nets, or other contrivances, or to use reflectors or other lights, or snook boats, or artificial islands, in detecting, or capturing, or shooting wild water fowl or game of any kind.

It is unlawful for any person to hunt, kill, or capture, in any manner, or buy, offer for sale, or have in possession any wild turkey, pheasants or grouse, quail or partridges, or woodcock, East of the Blue Ridge Mountains between February 1 and November 1, and West of the Blue Ridge Mountains between December 31 and November 1.

It is unlawful for any person not a resident of the State to

hunt or kill wild water fowl, wild turkey, pheasants or grouse, woodcock, partridges, quail or other game birds, or deer within this State until he shall have procured a hunting license; except that a non-resident child of a resident owner of land in this State, shall be allowed to hunt on the lands of his parent as though he were a resident of the State; and a non-resident guest of a resident land owner shall be allowed to hunt on the lands of his host as though he were a resident of this State, when accompanied by the host or a member of the host's family, provided said host receives no compensation from said guest.

A non-resident of the State may procure a hunter's license by filing his affidavit with the Clerk of the Circuit Court of any County, in which he first begins to hunt, upon the payment of \$10.00.

GAME LAWS OF PENNSYLVANIA.

TABLE OF OPEN SEASON FOR HUNTING.

	Number by One Person	Season
Doves	Unlimited	Can be killed at any time.
Elk, Deer or Fawn	Two in one year	During November only
English, Mongolian or Chinese Pheasant	Unlimited	October 15 to December 15, inclusive
Grouse, Indio, commonly called Pheasant	Ten in one day	October 15 to December 15, inclusive
Hare or Rabbit	Unlimited, not to be taken with terrier	November 1 to December 15, inclusive
Quail or Virginia Partridge	Fifteen in one day	October 15 to December 15, inclusive
Rail and Reed Birds	Unlimited	September, October and November
Web-Footed Wild Fowl	Unlimited	September 1 to May 1
Wild Turkey	Two in one day	October 15 to December 15, inclusive
Woodcock	Ten in one day	Oct. 15 to Dec. 15, and during July
Squirrel--Gray, Black and Fox	Unlimited	October 15 to December 15, inclusive
Plover	Unlimited	July 15 to January 1

It is unlawful to chase or hunt elk, deer or fawns, with dogs, within this State at any time; all dogs pursuing said animals may be killed by any person.

It is unlawful to kill at any time, wild duck or goose with any device or instrument known as the swivel or punt gun, or with any gun other than such as are habitually raised at arm's length and fired from the shoulder.

It is unlawful to hunt pheasants or plumed grouse during the night time in any manner.

It is unlawful to kill or expose for sale, or have in possession, any rail bird or reed bird in the closed season.

It is unlawful to kill or take wild turkey or ruffed grouse, commonly called pheasant, or quail, or Virginia partridge, or woodcock, or rail or reed bird, or plumed grouse, commonly called prairie chicken, with any trap, net, snare or torchlight.

It is unlawful to kill or take any wild pigeon or squab

while on its nesting or roosting ground, or break up or disturb any such nesting or roosting ground, or to catch or kill with net, trap, gun or otherwise take or disturb any such pigeon or pigeons within one mile of any nesting or roosting ground, or discharge any firearms within one mile of any nesting or roosting ground, under a penalty of \$10.00.

It is unlawful to kill, trap or expose for sale, or have in possession after same has been killed, any insectivorous bird under a penalty of \$5.00 for each bird destroyed.

It is unlawful for any person to shoot or hunt on the first day of the week, commonly called Sunday, under a penalty of \$25.00 for each and every offense.

A non-resident of the State must procure a license from the County Treasurer of the county in which he proposes to hunt, and pay fee of \$10.00. The license permits hunting in all parts of the State.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

AKRON, OHIO, Union Station, C. D. HONDLIE, Ticket Agent. Howard Street, U. S. G. AFLEY, Ticket Agent.
BALTIMORE, Central Building, Baltimore and Calvert Streets, G. D. CRAWFORD, Ticket Agent; B. F. BOND, District Passenger Agent. Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, CHAS. COCKREY, Ticket Agent.
BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.
BOSTON, 390 Washington Street, J. P. TAGGART, New England Passenger Agent; E. E. BAEKEY, Ticket Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON, Ticket Agent.
BUFFALO, N. Y., 210 Ellicott Square, H. A. WELLS, Eastern Passenger Agent, B. & O. S.-W.
BUTLER, PA., Wm. TURNER, Ticket Agent.
CANTON, OHIO, S. S. C. MCGREW, Ticket Agent.
CHESTER, PA., A. M. D. MULLINX, Passenger and Ticket Agent.
CHICAGO, 24 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent; H. W. MCKEWIN, City Ticket Agent. General Passenger Office, Merchants' Loan & Trust Bldg., C. G. LEMMON, Traveling Passenger Agent. Grand Central Station, Cor. Harrison Street and 5th Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 221 Michigan Avenue, F. E. SCOTT, Ticket Agent.
CHILLICOTHE, OHIO, J. H. LARRABEE, Traveling Passenger Agent, B. & O. S.-W.
CINCINNATI, OHIO, B. & O. S.-W., 131 Walnut Street, Fraction Bldg., J. B. SCOTT, District Passenger Agent. C. H. WISEMAN, City Ticket Agent, J. E. BUCHANAN, Passenger Agent. Central Union Station, E. REISING, Station Passenger Agent, WM. BROWN, Depot Ticket Agent.
CITY OF MEXICO, MEX., D. BANERHART, Agents General, B. & O. S.-W., Apartado 310.
CLEVELAND, OHIO, 241 Superior Street, M. G. CARREL, Division Passenger Agent, G. W. SQUIGGINS, Traveling Passenger Agent, F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.
COLUMBUS, OHIO, No. 8 North High Street, D. S. WILDER, Division Passenger Agent, W. W. TAMAGE, Ticket Agent. Union Depot, E. PAGELS, Ticket Agent.
CONNELLSVILLE, PA., J. T. LANE, Traveling Passenger Agent. H. L. DOUGLAS, Ticket Agent.
COVINGTON, KY., Fourth and Scott Streets, G. M. ABBOTT, Ticket Agent.
DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.
DENVER, COLO., S. M. SHATTUC, Traveling Passenger Agent, B. & O. S.-W.
HARPER'S FERRY, W. VA., C. E. DUDROW, Traveling Passenger Agent.
KANSAS CITY, MO., Box 264, A. C. GOODRICH, Traveling Passenger Agent, B. & O. S.-W.
LORAIN, OHIO, C. A. MELLIN, Ticket Agent.
LOUISVILLE, KY., B. & O. S.-W., 4th and Main Streets, R. S. BROWN, District Passenger Agent, J. G. ELGIN, City Passenger Agent, EVAN FROSNER, Traveling Passenger Agent, J. H. DORSEY, City Ticket Agent, A. J. CRONE, Ticket Agent, 7th Street Station.
MANSFIELD, OHIO, C. W. JONES, Ticket Agent.
MARIETTA, OHIO, G. M. PAYNE, Depot Ticket Agent, M. F. NOLL, City Ticket Agent, First National Bank Building.
MASSILLON, OHIO, E. P. EDGAR, Ticket Agent.
NEWARK, N. J., E. E. HENDRICKSON, Ticket Agent.
NEWARK, OHIO, F. P. COFFER, Traveling Passenger Agent, F. C. BARTHOLOMEW, Ticket Agent.
NEW CASTLE, PA., R. L. TURNER, Ticket Agent.
NEW YORK, 434 Broadway, LYMAN MCCARTY, Assistant General Passenger Agent; C. B. JONES, Ticket Agent. 130 Broadway, H. B. FAROAT, Ticket Agent. No. 6 Astor House, A. J. OESTERLA, Ticket Agent. 251 Broadway, THOS. COOK & SON, Ticket Agents. 167 Broadway, R. H. CRUNDEN & Co. Ticket Agents. 25 Union Square, West, RAYMOND & WHITCOMB, Ticket Agents. 351 Grand Street, HYMAN WERNER, Ticket Agent. Stations, South Ferry, foot of Whitehall Street, and foot of Liberty Street, N. Y.
NORFOLK, VA., 10 Granby Street, Atlantic Hotel, ARTHUR G. LEWIS, Southern Passenger Agent, W. C. YOUNG, Ticket Agent.
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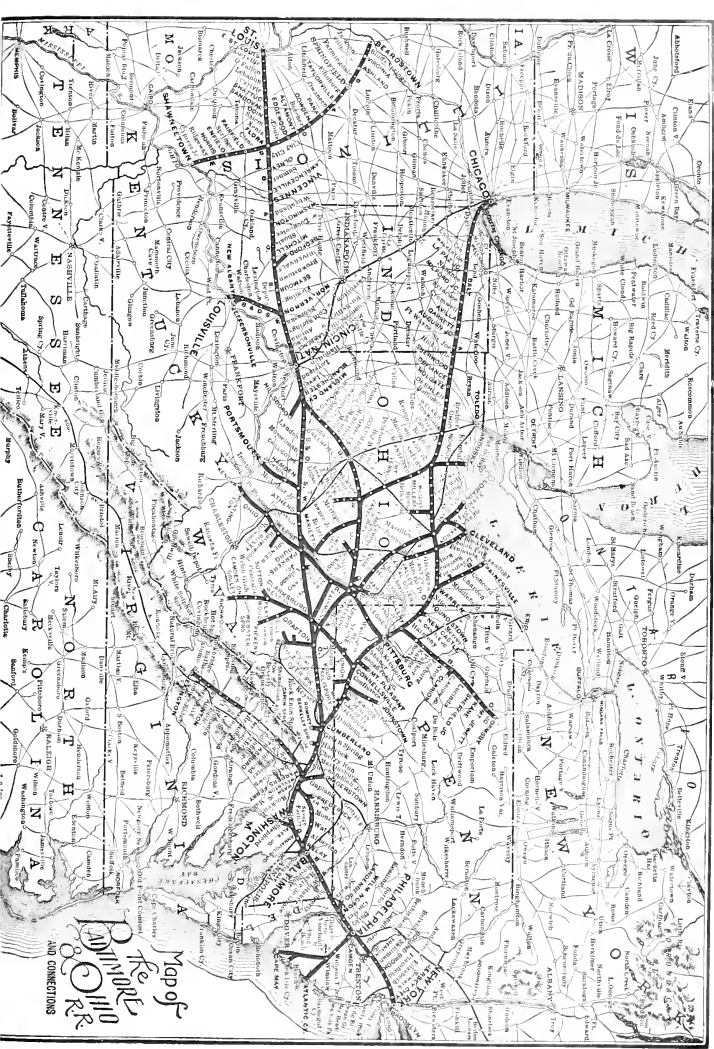
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One at 10 a. m.
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One at 2 p. m.
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One at 4 p. m.
One at 5 p. m.
One at 6 p. m.
One at 7 p. m.

From **Washington**

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One at 8 a. m.
One at 9 a. m.
One at 10 a. m.
One at 11 a. m.
One at 12 noon
One at 1 p. m.
One at 2 p. m.
One at 3 p. m.
One at 4 p. m.
One at 5 p. m.
One at 6 p. m.
One at 7 p. m.
One at 8 p. m.

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EAST AND WEST



CALENDAR - 1903



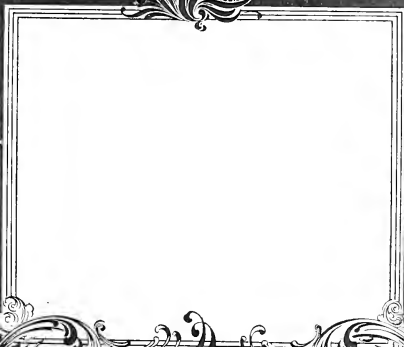
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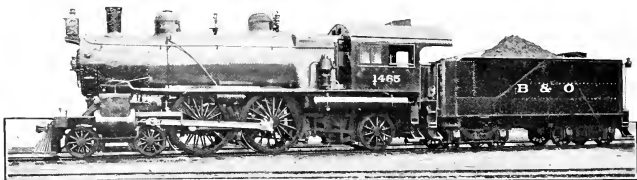
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REACHED FOR MY VALE SOCK THAT HUNG BY THE JAMB

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY BY THE
PASSENGER DEPARTMENT OF THE BALTIMORE & OHIO RAILROAD.

VOL. VII.

BALTIMORE, DECEMBER, 1903.

No. 3.

MY RICHEST CHRISTMAS.

BY STRICKLAND W. GILLILAN.

NO, I'm not an octogenarian. But if you had grown in the crudest part of southern Ohio, where I grew, you too would recall the things the oldest inhabitant who sprang from other localities remembers as the stage-settings of his boyhood drama.

One Christmas morning when I was twelve years old I arose at the usual yuletide rising hour. Something—who can tell what wakes children on Christmas mornings?—had pried my eyes wide open. It had snowed during the night and there was snow on the quilt that topped my straw bed. The only light entering my little four-paned window came from the white blanket that covered the ground. I slipped into my trousers and started for the head of the stairs. The floor was likewise covered with icy crystals that had sifted between the clapboards of the roof, and you may guess that I lost little time in taking my bare feet to and down the steps that led to the kitchen.

On into the living-room I went. Father and mother still slept soundly in the far corner of that apartment. The fireplace yawned blackly. The faintest glimmer of one ashy ember accentuated the ebon blackness of the huge crane-hung space. A backlog stood in the corner, with a basket of chips nestled close to its side. The jar of cream for the next churning stood close to the andirons—mother had been up to move it closer as the fire had died down. The bootjack lay where father had left it, and his big, wrink'ed boots stood beside it like sentinels bent and sleeping at their posts. His heavy woolen socks hung on the rung of a chair, back of the cream-jar.

Stealthily I crept about lest I wake some one and hear "Christmas gift!" shouted at

me before I could say it myself. Gently I stirred the fire and unearched a huge bed of ruddy coals under the white ashes the hickory forestick had left. The glow was reflected faintly upon the "Simply to Thy Cross I Cling" chromo near the kitchen door.

Then I reached for my yarn sock that hung by the jamb. It was a thick blue sock with white toes and heel. Mother had knitted it, with the exception of one place in the ankle where my sister had been taught the process of "narrowing." I am not an old fogey, but I should like to see a pair of those socks that mother knitted from the yarn she had spun from the rolls carded out of wool gathered from our own sheep, placed in a wearing match with anything in the market to-day.

The lower end of the sock sagged encouragingly. Joy! I had not been forgotten. I was at the age when I was still doubtful whether it was father and mother or Santa Claus, and mighty glad it was somebody.

Down into the toe went my hand. First came out a pair of suspenders—bright blue ones with white stripes in them. The next bulge betrayed, by its shape, the presence of a book. I dragged it out—it was "The Hoosier Schoolmaster." But what was that in the toe? Already I was rich. What could add to my wealth? Silently, and with a heart whose beats sounded to me like the puffing of a freight engine on an upgrade in the frost, I reached for the toe. It was a kid purse with brass clasps. When I opened it I found the sum of thirty-seven cents! Real money! Oh, how little of it I had seen in my brief life of poverty. Wealth! wealth! wealth! If ever I should live to be the proud possessor of half a million in "my own right," as

they say of marriageable girls, I shall never succeed in feeling so much of a plutocrat as I did when that thirty-seven cents lay in my quivering palm.

The rest of the morning I do not remember. I went through it somehow—family prayers and all—in a sort of dream. I had thirty-seven cents. It was mine, and I could do as I pleased with it. Should I save it? No, that would be just as bad as not having it. Note the early appearance of the symptoms of the foolish versifier and philosopher. The thing that appealed to me in having money all my own was that I might enjoy the rare and blessed privilege of wasting it if I so desired. That is the only privilege that distinguishes the poor man from the rich. I would be rich while it lasted.

After breakfast I was given father's permission to do what I chose for the forenoon. I was not long in choosing. A big brother helped me, with the assistance of quantities of fish-grease, to get into my boots, whose wrinkles had hardened in the night. I put on my jeans coat, my mittens and a red, raveled comforter. I ran the half-mile to the home of my chum. Dragging him from his own still more scanty Christmas, I, swollen with my new-found wealth, took him to the little eight-by-ten store at the "coalbank" up the switch. There, with the air of a steamship owner, I paid out the whole thirty-seven cents for striped candy,

with which he and I made ourselves disgustingly ill.

A poor investment? Perhaps. But, looking back along my career and wondering what has become of the money I have had since, I can't recall any investment that panned out any more in returns. At least, I have as much to show for that as for the others.

Was it a small Christmas? Does a mist of sympathetic tears dim your eyes when you think of the child with only so much Christmas cheer and so little of remembrance? Dry your eyes, God bless you, and laugh with me. It was the best and biggest Christmas I have ever had. In the years that have come to me since that time I have had gifts of gold and silver, gifts that cost much. But none that had cost more of sacrifice than those little things had meant to my parents; and none that gave me such complete happiness. The smallness of my horizon had limited my wants, and they were all filled—aye, exceeded, by those gifts. The expenditure of millions could not do as much for me now.

No, it was not a small Christmas, not one to weep over unless—unless it be because of the fact that such perfect Christmases are utterly beyond the reach of the pampered child of to-day and beyond the wildest hopes of those whose spirit of acquisitiveness has had all the way to manhood and womanhood in which to expand.



THE BEAUTIFICATION OF AMERICAN CITIES.

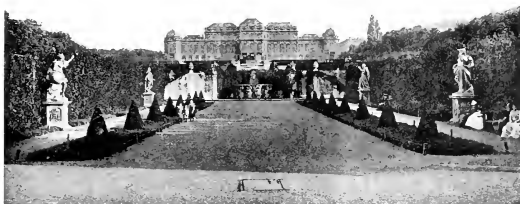
ARTICLE II.—CLEVELAND, OHIO.

IN January of 1902, a committee who were appointed to prepare plans for the beautifying of Washington City made their report before the Senate committee, accompanying same with nearly 200 illustrations, showing how and where improvements could be made, to make the city not only the nation's pride, but a city which would compare favorably with many of the architecturally beautiful cities of the old world.

The accompanying illustrations show some of the European cities which have set the pace.

Other American cities have also taken strides in this direction, resulting in the

"From savagery to civilization is a long step; from crudeness to art is a still longer stride. Yet in the attainment of both the world is making progress. In the matter of municipal art the old world has had the advantage. Through the wreck and ruin of the middle ages the monuments of the Greek and Roman civilization withstood the ravages of time and the ruthlessness of the barbarians. Spectres though they were of their pristine glory, they diffused an atmosphere of art and inspired the eras of renaissance in the re-creation of architectural splendor. In America different influences were dominant. For more than a



VIENNA—ROYAL PALACE BELVEDERE.

View from the garden toward the palace.

appointment of similar committees, to make plans and report on ways and means of converting unsightly streets and parks into things of beauty.

Notably among the first is Cleveland, Ohio, which at one time was made famous by one thoroughfare alone—Euclid Avenue. In the last decade Cleveland made a determined and successful effort to gain supremacy as Ohio's greatest city. Now it desires to be Ohio's most beautiful city.

An interesting account, together with the report of the committee, with detailed plans, is given in the *Architects and Builders' Journal* of Baltimore, for November, as follows:

century it was a struggle for existence with the early settlers and the pioneers who began to people the plains and the forests of our broad land. There was no time nor inclination for architectural development. The rough log cabin or the rude shack took the place of stately mansion or palatial home. Improvements in conditions were slow and, in fact, it is only within the last fifty years that any serious thought was given architectural development. Since then it has made rapid strides. The amassing of fabulous fortunes engendered the desire and made it possible to erect costly structures for both residential and business purposes.



PARIS—PALAIS ROYAL.

Showing sunken garden and formal tree planting and formal architectural background.

These innovations were sporadic yet they were not without effect. They were impressive, they stimulated emulation and encouraged more expansive and more artistic conceptions. When it is considered that numerous cities, which dot the continent between the Atlantic and the Pacific, are less than a century old, the progress made is remarkable. Within the past few years several of the more important cities have established municipal art commissions whose function is, to a limited degree, that of censor in such matters as appertain to public improvements. In time, it is probable, every city of any size will have a commission which will be directive as well as critical, and which will be composed of members whose knowledge and ability will be so comprehensive as to enable them to plan improvements on a systematic scale. On such a plan the proposed improvements at the National capital will be carried out and the newer Washington will present a consonance of ideas in its architectural and landscape features. Cleveland, Ohio, has also decided upon some such policy in what is denominated the "Group" plan, which contemplates the erection of an assemblage of related structures—topographical architecture—which will bear a harmonious and

rational relationship to each other and at the same time embrace the element of beauty. So important is considered this new system of improvement that the mayor and board of public service of Cleveland procured the service of such eminent architects as Daniel H. Burnham, John M. Carrere and Arnold W. Brunner to act as an advisory committee to suggest and devise the most effective plan for the improvements.

New York also proposes to beautify sections of the metropolis by copying features of old world beauty, which will necessitate the expenditure of millions of dollars.

At the recent convention of the American Institute of Architects, held in Cleveland, the plans for the proposed grouping of Cleveland's public buildings were exhibited by the above-named architects, constituting the board of supervision for the group plan. It is notable that in such an assemblage of authorities on subjects architectural, there was heard not one word of vital criticism either of the scheme itself or the manner in which the plans had been worked out by the supervising architects. There were a few minor criticisms as to detail, but as a whole the work met with the hearty approval of the organization, which went on record to that effect in a resolution

commending the plans and the project so far as developed.

The exhibition of the drawings was one of the most interesting features of the institute, and the group plan was discussed in all its aspects. It was the consensus of opinion that Cleveland is now in a position to take a pioneer step in this line of work because of the co-incident need of so many public buildings at approximately the same time. Once lost, the architects thought it doubtful whether a like opportunity would again present itself.

In the course of the discussion it was repeatedly stated that the development of

Commerce, practically the same opinion was expressed.

Yet, in spite of all the exhibition of plans, discussion in press and from platform and individual inquiry, it is extremely doubtful whether the public at large has any very clear conception of just what the group plan implies. There is the vague idea of a beautiful mall, courts of honor and foundations, extending from Superior Street to a point overlooking the lake, with the public buildings grouped symmetrically along it; a plan which will transform an altogether deplorable part of the city into a pleasant recreation spot, and yet the idea of the whole plan is



DRESDEN-ZWINGERHOF.

Showing formal park surrounded by formal architecture.

the proposed group plan in Cleveland would be watched with the greatest interest by other cities in the country, and that others would undoubtedly follow in the footsteps of the Forest City should the plans be carried to a successful completion.

The hearty interest and appreciation shown by the architects for the proposed plan is particularly gratifying to those locally interested in it, for it gives a higher sanction than could be otherwise obtained. It bears out what seemed to be the opinion of the city officials when the plans were first exhibited to them some months ago, and later, when they were exhibited to a meeting of the members of the local Chamber of

vague and the detail quite naturally more vague. Items of cost, time, etc., the lay brother has not considered, and at present the chief danger to the project seems to lie in the opposition that may arise when the project is more fully developed. In Cleveland there is a much stronger conservative element than in most cities of its class, and when it comes to a public improvement that will tug at the pocketbook, as the group plan seems likely to do, there may be strenuous objection to bonding the city and boosting the tax levy to meet the increased expense.

It isn't very long ago that one of the oldest and most conservative business men in



LONDON—ROTTEN ROW
Showing semi-formal avenue of trees

Cleveland had some severe criticisms to offer. "Build your group plan," he said. "Boost your rate of taxation way above what it ought to be. I can stand it, and all the men who have accumulated property can stand it. But take the man that has bought his little home and is trying to pay the balance due on it. Let the group plan be carried out and taxes go up, as they are sure to do. The result will be that the man of limited means, who is trying to pay for his home, will be unable to meet the added expense, payments will lapse, and presently he will find himself a renter again. I don't imagine that such a man as I have pictured will take any great amount of pleasure in looking at a beautiful mall or court of honor when he thinks of all that it has cost him." There are many others of the older and more conservative men in the city whose views could be expressed in much the same words.

On the other hand, there has been a great awakening here in the past few years. The old spirit of conservatism is getting broken. The situation is being grasped from a broader viewpoint. "Build not only for yourselves, but for posterity," has been the text that the architects have preached to the public on all occasions. Every year the substantial men of the town are beginning to plan not for the next year alone, but for

the years that are to be, long after they have inherited their six feet of earth in the graveyard.

So, in regard to the group plan, the men who are interested in it have gone on steadily as though it were all the easiest thing in the world. Little by little, without particular stir or fuss, the most of the land which will be needed for the carrying out of the project has been acquired, so that now only a little remains to be obtained, and that will soon pass into the hands of the city and county. Already many of the old buildings which encumbered the site have been demolished and the ground cleared. The work is going on quietly and slowly, but it is going on. None of the men interested in the scheme supposed that it could be worked out in a day, and they are biding their time. And in the meantime the public is becoming accustomed to group-plan talk, and the opposition that a year ago was bitter is even now beginning to die out.

The project appealed to the architects who were visiting here because of its possibilities from an esthetic standpoint as well as because of the practical advantages of having the public buildings somewhere near in proximity. Yet to the resident of Cleveland there is another practical advantage which will follow if the plan is carried out which will be of inestimable value to the

city. That is the reclaiming of a part of Cleveland that has sorely needed reclaiming since the earliest days of the city.

Fifty years ago the part of the city through which the group plan will extend was the most aristocratic of any locality. There the fashionable residences were built and there the wealth of the city was gathered. With the subsequent growth of Cleveland, however, the locality ceased to be the fashionable part of the town, fell to mediocrity and from that to something lower. Instead of increasing in value at the same rate as other sections the Hamilton-Summit Street region gained very slowly indeed. As time went on the situation became even worse, and

in Cleveland who think that if the group plan did no more than this it would be well worth the cost.

One of the significant realty deals which can be traced directly to the proposed reclamation of this territory by the group plan has just been closed. It was the purchase of a large frontage on Erie Street to be occupied by a large power block on the site at an early date. This will be the first building of its kind in that vicinity, and is taken to be the forerunner of considerable valuable building where the land has before been given up to cheap frame structures of the most unsubstantial kind.

In general, property owners who have



BERLIN—UNTER DEN LINDEN

Showing formal square with group of monumental buildings—

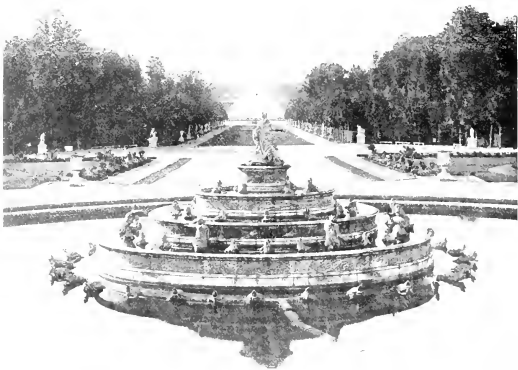
until the group-plan agitation began, a greater part of the district was peopled with the city's most undesirable class. Property values were down to a figure ridiculously low for the advantages of location.

The group plan will do away with all this. It will extend from Superior Street to the lake front and will reclaim the larger part of this questionable district. Already many of the denizens of it are realizing that their gala days are past and are moving elsewhere. Property values in that locality are going up with leaps and bounds. The day seems not far away when property worth thousands of dollars will be freed from a plague spot that has weakened it for years. There are many

land anywhere near the proposed site of the group plan are elated at the prospect of augmented values. That these prospects will be realized is almost certain, to judge from increases which have already taken place, vague and undeveloped as the plans still are.

The citizens of Cleveland are beginning to appreciate that the successful carrying out of the group plan will mean several things. It will, in the first place, be one of the most notable steps toward municipal improvement from an esthetic standpoint that any city has ever taken. It will be of immense practical value from the greater ease with which the business of the city may be transacted. It will augment property values in

THE BEAUTIFICATION OF AMERICAN CITIES.

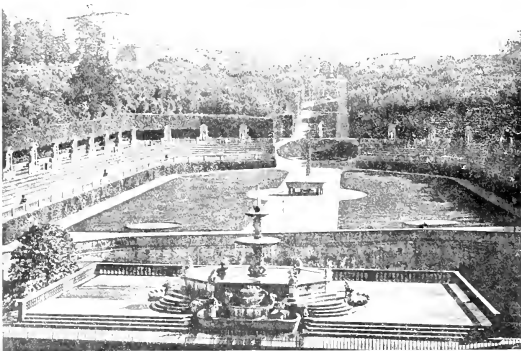


VERSAILLES

Showing park and fountain and extended vista

a locality that has for years needed such a stimulus. And, finally, it will reclaim the plague-infested region of the lake front that has been a by-word and a hissing for more than a quarter of a century. There will be many who will oppose the work when it is

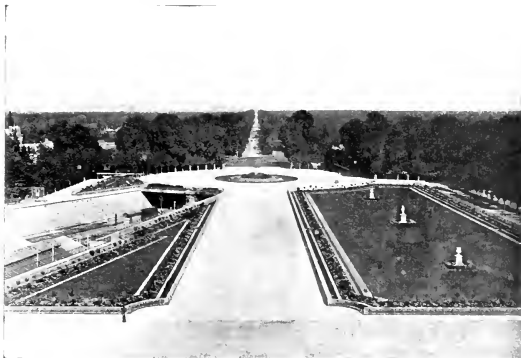
found that the total outlay will reach perhaps \$20,000,000, but it seems safe to say that ultra-conservatism has had its day in Cleveland and that the group plan will be carried out to successful completion, despite any obstacles which may be put in its way.



FLORENCE, ITALY BOBOLI GARDENS.

Showing formal treatment of architecture and nature

THE BEAUTIFICATION OF AMERICAN CITIES.



ST. GERMAIN

Showing formal gardening with background of trees with vista, also railroad approach to the town through the park



CASERTA, ITALY TERRACED GARDEN OF ROYAL PALACE

Showing formal treatment of architecture and nature

CHRISTMAS IN THE HEART.

BY W. D. NESBIT.

“I WISH you merry Christmas!”
It's a stilted, formal thing—
A trite, polite expression
That Christmas time must bring.
And yet it's common—common—
But, oh! it has the art
Of painting rosy pictures
Of Christmas in the heart.

“I wish you merry Christmas!”
The proper thing to say—
No more than is expected
Of you and me to-day.
It isn't how you say it;
It isn't where and when;
It's why! If you're in earnest
It has a meaning, then.

“I wish you merry Christmas!”
Why, all the carols sung,
And all the golden speeches
That ripple from the tongue,
And all the bells a-chiming,
From that theme have their start
And set the thrill and tingle
Of Christmas in the heart.

“I wish you merry Christmas!”
Through all the long, long years
Its echo has been music
To him who knows and hears;
To him who knows that gladness
And goodness have a part;
Who has the joyous blessing
Of Christmas in the heart.

ALEXANDRIA, VIRGINIA.

BY R. M. CHESHIRE.



ENTRANCE TO FORT CARLYLE HOUSE.

IN the old Carlyle mansion, Alexandria, Va., in 1755, was drawn up the system of taxation which resulted in the Revolution twenty years later. Alexandria was then the metropolis of the British empire in America, and soldiers and statesmen flocked there. It was on the 14th of April, 1755, that the "Congress of Alexandria" opened its session in the Blue Room of the Carlyle house, its owner, John Carlyle, having tendered to the English General Edward Braddock, its hospitality, and there was invited to meet him six colonial governors—Dinwiddie, of Virginia; Shirley, of Massachusetts; DeLancey, of New York; Morris, of Pennsylvania; Sharpe, of Maryland; and Dobbs, of North Carolina.

When the news of the assembling of the congress spread throughout the colonies, there came to Alexandria hundreds of men who were ready to show that they were ready to shed their blood for the crown. All was life, and the soldiers rejoiced in unlimited tobacco and got drunk on superabundant West Indian rum. The public square, or "market square," was immediately opposite the Carlyle house, and there the colonists and soldiers held high carnival while the

English General Braddock and the governors of the colonies discussed the war situation in the Blue Room of the mansion. George Washington came by request from Mount Vernon and was tendered a commission as Major in the British army, and it was then, too, contrary to Washington's advice and judgment that the expedition to Fort Duquesne was planned. Its disastrous outcome gave evidence that Washington's ideas were correct.

After the plans of the campaign had been arranged, the congress, in secret session, resolved, that "having found it impracticable to obtain in the respective governments the proportion expected by His Majesty toward defraying the expenses of his services in North America, we are of the opinion that it should be proposed to His Majesty's ministers to find out some method to compel them to do it."

This was the resolution of the strangers, and when the policy became public the Alexandrians and the colonists who were visiting met in the courthouse near by, and with Washington in the chair, resolved:

"That there is nothing to warrant the belief that the colonists will not contribute to the expense of defending the empire."

Resolved,

"That taxation without representation are in their nature inseparable."

The ire of the colonists had reached a high pitch and Braddock's visit did not increase loyalty. On account of the scant uniforms of the colonist soldiers, Braddock's men had dubbed them "Bob Tails," which caused a feeling of resentment, and frequent fist-and-skull scrimmages resulted.

On the 20th of April General Braddock left Alexandria and on the 9th of July he fell. Washington kept off the French and the unfriendly Indians from the town until the French power was broken, when he determined to settle down to a quiet life, and made the start by getting married. He became an every-day citizen of this town and mixed and mingled with her people, but "horrified" the society people by superintending the running of market wagons from his Mount Vernon home to the "market square" of Alexandria. However, then as now, whatever some people did was the

thing, and it was not long before market wagons became a fad with the rich planters and slave owners. It was on one of the market and election days that Washington became involved in a dispute with Colonel

a brick structure which is built around the Carlyle house on the west, south and north, the only view being from the east, facing the Potomac river. When the Braddock hotel was built, more than



BRADDOCK HOUSE, WHICH SHUTS OFF VIEW
OF CARLYLE HOUSE.

Payne, who gave him a blow which came near knocking him down. Washington did not return the blow, but extending his hand acknowledged that he was in the wrong and

half a century ago, space was left between the rear walls and the Carlyle house, making a large courtway. Even at that date the citizens did not wish to see the house which



HALLWAY, SHOWING OLD CLOCK AND FURNITURE
CARLYLE HOUSE.

the trouble was settled over a glass of wine at Washington's expense, after which the two dined with Mr. Carlyle, whose splendid old home has long been one of the chief historical spots of this ancient city. Unfortunately, however, the mansion has been shut out from the public view by the Braddock Hotel,

had figured so prominently in the Revolution entirely done away with. Recently there has been incorporated the "Society for the restoration of historic Alexandria," and the first efforts of the society is to restore the Carlyle house. The society hopes to be able to buy the disreputable old hotel and

tear it away so there will be nothing to obstruct the view of the historic house. The hotel has not been habitable for a long time, and is largely used as ware and store room for antique furniture. The Carlyle house is

and passage ways, some square and others oval shaped, and some leading to—no one knows where. It has long been claimed that there is an underground passageway or tunnel leading from the fort to the Potomac



BLUE ROOM, CARLYLE HOUSE, WHERE REVOLUTION BEGAN

in a fair state of preservation and with some timely repairs can be made in almost perfect condition, a fact due largely to the excellent material used in its construction, both of the

River, and this was used during the early days so that the occupants of the fort could make their escape from the Indians, but there is no record of any one having made



OLD FIREPLACE IN KITCHEN, IN FIRST BASEMENT
CARLYLE HOUSE

exterior and interior. Tradition has it that the house is built on a stone fort erected more than two centuries ago, but how true this is the writer knoweth not. The massive stone walls upon which the house rests are more than twenty feet high, enclosing all kinds of queer subterranean rooms, vaults

the trip to the river by this route. Once upon a time there was a well in this sub-basement, but it has been the dumping place for rubbish until it is about filled up. It is even stated by some that Captain John Smith had a hand in building the fort upon which rests the house, but the stone work and masonry

is of too high order to have been done by any of the men who lingered around these parts with Captain Smith. The large doorway which opens into the fort has cut in the center stone the date "1733," but it is believed the figures have been doctored and that the first 3 should be a 5, for if Mr. Carlyle built in the first-named year, he must have necessarily begun his house-building when he was not in his teens. That the house is built on an old fort there is but little doubt, but when or by whom the fort was built will perhaps never be known. It was in 1753 that Mr. Carlyle built his home with brick and Portland stone brought from the Isle of Wight by vessels coming to Alexandria for tobacco, this place then being about the largest tobacco market in this country. That he employed the most skilled men of the several trades is evidenced in the almost perfect condition of the masonry, plastering, stucco work, and even painting. More than a century and a half has failed to undo the work done by the men brought from England. In the Blue Room,

where the congress was held and the campaign of war mapped out, time has dealt gently with the beautiful work, and it is still really one of the prettiest of rooms. The same is true of the ball-room just across the large hallway, where George Washington danced the stately minuet with Alexandria's beautiful maidens. In the hallway there stands a grandfather clock, reaching nearly to the high ceiling, which ticked the time in this old mansion for more than a half century. A few of the fine old mahogany chairs, tables, bedsteads, hall seats, and other articles of furniture are in the several rooms, and in one corner of the sitting-room is a spinet—a queer and funny looking instrument—which was made by George Ulshoefer, a German musician, who made the first piano in New York in 1785.

But throughout the splendid old mansion there is something which speaks of former greatness, and it is the determination of the ladies and gentlemen who have formed the society to preserve this house, the most historic in all Virginia.



THE VILLAGE CHURCH.

BY CHARLES RUSSELL TAYLOR.

I LOVE th' dear old village church
Thet stands beyond th' ridge,
Nearby th' path thet leads th' way
Acrost th' rustic bridge.
I love th' dear old high-back pews,
Though hard ez iron they be,
An' broken though th' winders are,
They hev their charms fer me.

So fascinatin' is th' spot,
Thet oftentimes I gaze
To where our pretty village maids
Sing gladsome songs uv praise.
I love th' streaming sunshine, too,
Acrost God's altar there,
Each beam a ray uv hope fer me
And light uv angels fair.

An' there where Parson Brown always
Bows low his head to pray
'Fore he gives out th' sermon's text
In his most solemn way.
It's music to my ears although
Th' organ groans sometimes,
An' perfect is th' melody
When ring th' evenin' chimes.

But since th' Church Improvement Fund
Quite large enough hez grown,
We're goin' to tear th' old one down
An' build a church uv stone.
Fer years we've took donations up,
An' though I've give my mite,
I'd ruther see th' dear old church
A-standin' on thet site.



LINCOLN'S MONUMENT, SPRINGFIELD, ILL.

SPRINGFIELD, ILLINOIS.

THE THRIVING CAPITAL OF A GREAT STATE.

BY H. F. BALDWIN.

IN the year 1673, Pere Marquette, the intrepid Jesuit missionary, accompanied by Louis Joliet, descended the Mississippi River as far as the mouth of the Arkansas, and on their return ascended the Illinois River and reached Lake Michigan via the Desplaines and Chicago rivers. These were probably the first white men to set foot on the State of Illinois, although it is possible that some of the adventurous *coureurs des bois*, or wood-rangers, may have penetrated the wilderness in search of game, prior to this time. Seven years later,

of the "Northwest Territory." It became a separate territory with the seat of government at Kaskaskia in 1809, and was admitted as a state April 18, 1818. Such, in brief, is the early history of the State of Illinois.

Its present capital, Springfield, on account of its inland location, had no settlers until after the admission of the State into the Union. In the year 1819, a settler by the name of Kelly, from North Carolina, built a cabin at what is now the corner of Jefferson and Second streets, and in 1821 the Sangamon County Commissioners desig-



STATE HOUSE, SPRINGFIELD, ILL.

Messrs. La Salle, Tonti and Hennepin, with a party of thirty-three, descended the Kankakee and Illinois rivers and erected Fort Crevecoeur, near where the city of Peoria now stands. Ten years later Father Marquette established a mission near the present town of Kankakee, then known as Kaskaskia. In 1719 Philip Renault founded a colony near Kaskaskia, and the Jesuits built here a monastery and college. In 1765 the French possessions passed into the hands of the British, and were held by them until the Revolution, when Illinois became a part

nated a "certain point on the prairie, near John Kelly's field on the waters of Spring Creek, as a temporary seat of justice for said county," and agreed that the "said county seat be called and known by the name of Springfield." The settlement of Springfield may be said to date from this time.

The first plan of the village was made in 1823; the first log courthouse built near the corner of Jefferson and Second streets, at a cost of \$72.50, and a jail, also of logs, with a whipping post, was built nearby at a cost of \$84.75. Comparing these with the



THE GREAT DOME BUILDING, ILLINOIS STATE FAIR GROUNDS,
SPRINGFIELD, ILL.

\$4,000,000 State House of which Springfield boasts to-day, an indication is had as to the vast progress made in the past eighty years.

In 1830 the father of Abraham Lincoln moved to Illinois from Indiana. At that time the future President had just reached his twenty-first year. We hear of him two years later at the head of a company of militia, successfully repelling an attack made by Black Hawk with a band of 150 warriors. In 1837 Mr. Lincoln removed to Springfield, and from that time until he mounted the Presidential chair in 1861, Springfield was his scene of action, and for more than twenty years the history of the capital is thenceforth interwoven with that of one of the greatest men this or any other country ever produced. Prior to that time, Mr. Lincoln had been farmer, flatboatman, soldier, merchant, surveyor, postmaster and law student. He had been twice elected to the Legislature, and about this time commenced the practice of law, to which he applied himself assiduously until 1854, when the repeal of the Missouri Compromise aroused the latent spirit which changed the destiny of a race and preserved intact the Union.

Abraham Lincoln was elected President of the United States in 1860, and left Springfield for Washington to assume his duties, February 11, 1861. From the platform of his car he made the following farewell address to the citizens of Springfield:

"My Friends: No one, not in my situation, can appreciate my feeling of sadness at this parting. To this place and the kindness of these people, I owe everything. Here

I have lived a quarter of a century, and have passed from a young to an old man. Here my children have been born, and one is buried. I now leave, not knowing when or whether I may ever return, with a task upon me greater than that which rested upon Washington. Without the assistance of that Divine Being who ever attended him, I cannot succeed. With that assistance I cannot fail. Trusting in Him, who can go with me and remain with you, and be everywhere for good, let us confidently hope that all will yet be well. To His care commending you, as I hope in your prayers you will commend me, I bid you an affectionate farewell."

On the morning of May 3, 1865, the funeral train bearing the body of the martyred President returned to Springfield, traversing the same route used on the way to Washington four years before. He left Springfield to accomplish a great work. He was brought back to Springfield when that work was finished, that his ashes might lie near those of his loved ones.

The railway car in which his remains were taken to Springfield is to be on exhibition at the St. Louis Louisiana Purchase Exposition next year. It was built at the military car shops in Alexandria, Va., in 1864, and is iron-clad, having armor plate set between the inner and outer walls to make it bullet proof, and was used by him practically altogether after its completion. Unfortunately, when the assassin's bullet was aimed no armor-plate shield interposed, and the bullet sped to its mark.



FORMER HOME OF ABRAHAM LINCOLN, SPRINGFIELD, ILL.



"DRIVE," WASHINGTON PARK, SPRINGFIELD, ILL.

So much for the history of Springfield. The city, as it stands to-day, is about four miles in length and three in width. It has a population of 35,000; public buildings that would be a credit to a much larger city, the State House in particular, of which mention has been made before, being unusually handsome, of modern style of architecture, and handsomely furnished. Among other buildings may be mentioned the United States court house, post office, executive mansion, State arsenal, city hall, and public library building. Chief among the historical attractions are the Lincoln National Monument, completed in 1874 at a cost of over \$200,000, and partially rebuilt at an expense of \$100,000 in 1899, and the old Lincoln residence, now owned by the State, and containing a large collection of Lincoln relics.

Churches and schools in Springfield are numerous and modern in style and appointments. There are twenty-one graded schools and a Central High School. There are four hospitals and several other charitable institutions. The free public library contains 50,000 volumes,

the Illinois State Historical Library 4,000 volumes, the Supreme Court Library 20,000 volumes, and the Illinois State Library 60,000 volumes.

The city has five national banks, one state bank and one trust company; several hundred manufacturing concerns, employing thousands of workmen; is well lighted with electricity, has an excellent system of sewerage, and fine water works. The permanent camp of the National Guard and the State Fair Grounds are located here, the annual State Fair bringing together great crowds of people each year, when the handsome decorations, brilliant lighting and general air of festivity give the city quite a carnival aspect.

Springfield is well provided with transportation facilities, having twenty miles of electric street railway. There are six steam railways, with fifty-six passenger trains daily, with innumerable freight trains, which care for the passenger and freight traffic exceedingly well. Springfield is located on the B. & O. S-W. R. R., and direct connection is had with the main line at Flora for points east and west.





Stub Ends of Thought

By ARTHUR G. LEWIS.



A WHITE lie is sometimes nothing more than the plain truth touched with the beauty of mercy.

THE straight laces of conventionalities restrain many intelligent definitions.

It is characteristic of human nature to condemn a weakness in others that we possess in our own composition.

MEN appeal to the future, cowards cringe to the past.

WE too often place only a personal interpretation on matters entitled to a collective opinion.

LOVE lives forever in eternal youth, when nourished by the strength of its own perfection.

THE best way to respect ancestry is to honor posterity.

WHERE is the meridian line drawn between what women call exaggeration and men term untruth?

THE strength of love is sometimes best tested by its possession.

INTELLECTUAL advancement is the oasis in the desert of ignorance.

PHILOSOPHY is only logical in the minds of those who wish it to be so.

MAN's mental and moral progress is largely regulated in proportion to his devotion to thought.

THE meanest side of human nature usually manifests itself most when the best side is in demand.

GENIUS is often admired, but seldom beloved.

MOST of us prefer to kiss the shadow of an agreeable imagination rather than embrace the substance of a disagreeable fact.

A CERTAIN amount of dignity is necessary to properly balance a stated amount of ability.

PUT all your strength under some failure and lift it with your manhood into the highway of effort again.

ADVANCE.

BY ARTHUR G. LEWIS.

WE either forward go
Or backward slide,
There is no standing
On a level plane;
Assuming what should be,
No imperfections hide,
But only brings us back
To where we were again.

Failure wears a mask
Painted with conceit,
But effort points with hope
To the only way;
And nerveless, weak attempt
Can but meet defeat,
Unless to-morrow's laurels
Bloom in faith to-day.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EASTWARD	No. 504 DAILY	No. 526 EXCEPT SUNDAY	No. 522 SUNDAY	No. 528 EX. SUN. 8 HOUR	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 8 HOUR	No. 136 EXCEPT SUNDAY	No. 506 DAILY	No. 516 DAILY	No. 546 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	AM
LV. WASHINGTON	7.00	8.30	9.00	10.00	1.00	3.00	4.00	6.00	8.00	11.30	3.00
LV. BALTIMORE, CAMDEN STATION	7.56	9.19	9.52	10.60	1.56	3.49	4.56	6.00	9.00	12.39	3.51
LV. BALTIMORE, MT. ROYAL STATION	8.00	9.24	9.67	10.64	1.59	3.53	5.00	6.06	9.06	12.44	3.56
AR. PHILADELPHIA	10.16	11.27	12.11	12.63	4.06	5.51	7.20	8.19	11.40	3.10	6.00
AR. NEW YORK, LIBERTY STREET	12.36	1.40	2.30	3.00	6.30	8.00	-----	10.40	3.20	5.52	8.32
AR. NEW YORK, SOUTH FERRY	12.40	1.46	2.36	3.06	6.36	8.06	-----	10.50	-----	-----	8.36
	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

WESTWARD	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 527 DAILY 8 HOUR	No. 507 DAILY	No. 135 EXCEPT SUNDAY	No. 509 "ROYAL LIMITED" DAILY 8 HOUR	No. 525 DAILY	No. 503 DAILY	No. 515 DAILY
	NIGHT	AM	AM	AM	PM	PM	PM	PM	PM	NIGHT
LV. NEW YORK, SOUTH FERRY	12.10	8.26	10.26	11.26	12.66	-----	3.36	4.56	6.56	12.10
LV. NEW YORK, LIBERTY STREET	12.16	8.30	10.30	11.45	1.00	-----	3.40	5.00	7.00	12.16
LV. PHILADELPHIA	7.40	10.49	12.48	1.62	3.08	4.20	6.48	7.26	9.33	3.36
AR. BALTIMORE, MT. ROYAL STATION	9.48	12.66	2.66	3.61	5.06	6.46	7.46	9.46	11.46	6.00
AR. BALTIMORE, CAMDEN STATION	9.52	1.00	3.00	3.66	5.10	6.50	7.60	9.60	11.50	6.06
AR. WASHINGTON	10.47	1.50	4.00	4.46	5.10	7.56	8.40	10.60	12.50	7.26
	AM	PM	PM	PM	PM	PM	PM	PM	PM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 47 EXPRESS DAILY
LV. NEW YORK, SOUTH FERRY	10.26 AM	12.56 PM	N 3.36 PM	6.56 PM	12.10 NT	12.10 NT	6.56 PM	-----
LV. NEW YORK, LIBERTY STREET	10.30 AM	1.00 PM	N 3.40 PM	7.00 PM	12.16 NT	12.16 NT	7.00 PM	-----
LV. PHILADELPHIA	12.48 PM	3.08 PM	† 4.20 PM	9.33 PM	7.40 AM	7.40 AM	9.33 PM	-----
LV. BALTIMORE, MT. ROYAL STATION	2.56 PM	6.06 PM	-----	11.46 PM	9.48 AM	-----	11.46 PM	-----
LV. BALTIMORE, CAMDEN STATION	3.00 PM	6.20 PM	7.30 PM	12.00 NT	10.00 AM	9.00 AM	12.00 NT	-----
LV. WASHINGTON	4.16 PM	6.20 PM	8.46 PM	1.10 AM	11.00 AM	10.05 AM	1.00 AM	-----
AR. DEER PARK HOTEL	-----	-----	7.00 AM	-----	7.45 PM	-----	9.15 AM	LV 3.06 PM
AR. PITTSBURG	-----	-----	12.36 PM	-----	-----	-----	-----	9.40 PM
AR. CLEVELAND	-----	6.40 AM	-----	-----	-----	-----	-----	LV 3.30 PM
AR. WHEELING (EASTERN TIME)	-----	9.50 AM	-----	-----	-----	-----	-----	9.25 PM
AR. COLUMBUS	-----	7.00 PM	-----	-----	9.00 AM	-----	-----	6.50 AM
AR. OHIOAGO	8.06 AM	-----	-----	6.36 PM	-----	2.36 AM	-----	-----
AR. CINCINNATI	11.46 AM	-----	-----	10.36 PM	-----	-----	-----	-----
AR. INDIANAPOLIS	11.52 AM	-----	-----	9.30 PM	-----	-----	-----	-----
AR. LOUISVILLE	6.26 PM	-----	-----	7.28 AM	-----	-----	-----	-----
AR. ST. LOUIS	6.00 PM	-----	-----	6.26 AM	-----	-----	-----	-----
AR. OHATTANOOGA	11.00 PM	-----	-----	8.70 AM	-----	-----	-----	-----
AR. MEMPHIS	10.00 AM	-----	-----	8.00 PM	-----	-----	-----	-----
AR. NEW ORLEANS	-----	-----	-----	-----	-----	-----	-----	-----

A Train No. 6 makes connection at Cumberland.

Through Pullman Sleepers to all points. N Connection east of Philadelphia is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM DAILY	No. 46 EXPRESS DAILY	Nos. 14 & 48 EXPRESS DAILY
LV. OHIOAGO	-----	-----	3.30 PM	10.40 AM	-----	-----	8.00 PM	7.00 PM
LV. COLUMBUS	-----	-----	7.20 PM	7.20 PM	-----	-----	-----	-----
LV. WHEELING (EASTERN TIME)	-----	5.00 PM	-----	12.36 AM	-----	-----	-----	10.50 AM
LV. CLEVELAND	-----	-----	10.16 PM	-----	1.00 PM	-----	-----	-----
LV. PITTSBURG	-----	-----	8.00 AM	-----	9.00 PM	-----	1.00 PM	-----
LV. ST. LOUIS	* 9.30 AM	2.06 AM	-----	-----	-----	* 6.30 PM	9.08 PM	-----
LV. LOUISVILLE	11.52 AM	8.10 AM	-----	1.59 PM	-----	2.30 AM	-----	-----
LV. INDIANAPOLIS	* 2.46 PM	8.06 AM	-----	-----	-----	-----	-----	-----
LV. CINCINNATI	* 6.36 PM	12.16 PM	-----	-----	-----	8.00 AM	-----	-----
LV. NEW ORLEANS	-----	7.06 PM	-----	-----	-----	9.16 AM	-----	-----
LV. MEMPHIS	-----	6.50 AM	-----	-----	-----	8.40 PM	-----	-----
LV. OHATTANOOGA	-----	10.40 PM	-----	-----	-----	-----	-----	-----
LV. DEER PARK HOTEL	-----	-----	4.42 PM	12.30 PM	6.30 AM	2.46 AM	11.06 PM	11.06 PM
AR. WASHINGTON	12.40 PM	6.41 AM	6.50 PM	1.47 PM	7.50 AM	3.47 AM	12.26 AM	12.26 AM
AR. BALTIMORE, CAMDEN STATION	1.59 PM	8.00 AM	6.06 PM	1.59 PM	8.00 AM	3.56 AM	12.44 AM	12.44 AM
AR. PHILADELPHIA	4.06 PM	10.16 AM	8.19 PM	4.06 PM	10.16 AM	6.00 AM	3.10 AM	3.10 AM
AR. NEW YORK, LIBERTY STREET	6.30 PM	12.36 PM	10.40 PM	6.30 PM	12.36 PM	8.32 AM	6.62 AM	6.62 AM
AR. NEW YORK, SOUTH FERRY	6.36 PM	12.40 PM	10.50 PM	6.36 PM	12.40 PM	8.36 AM	-----	-----

Through Pullman Sleepers from all points. * Daily. † Daily except Sunday.

THROUGH PULLMAN PALACE CAR SERVICE.

UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Buffet Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia.

No. 504. Drawing Room Sleeping Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Buffet Parlor Car Washington to New York.

No. 522. Parlor Car Washington to New York. Dining Car, serves dinner table d'hôte, Philadelphia to New York.

No. 528. **Five Hour Train.** Parlor Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.

No. 502. Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. **"Royal Limited."** **Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 136. Buffet Parlor Car, Washington to Philadelphia.

No. 506. Observation Parlor Car Washington to Baltimore. Drawing Room Sleeping Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.

No. 546. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 505. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Washington and Pittsburg.

No. 517. Buffet Parlor Car New York to Washington.

No. 501. Drawing Room Sleeping Car New York to Washington. Dining Car, a la carte, Philadelphia to Baltimore.

No. 527. **Five Hour Train.** Parlor Car New York to Washington. Dining Car, table d'hôte, New York to Baltimore.

No. 507. Drawing Room Sleeping Car New York to Washington. Dining Car, table d'hôte, New York to Philadelphia, and Dining Car, a la carte, Baltimore to Washington.

No. 135. Buffet Parlor Car Philadelphia to Washington.

No. 509. **"Royal Limited."** **Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car Parlor and Observation Cars. Dining Car, table d'hôte, Philadelphia to Washington. No extra fare other than regular Pullman charge.

No. 525. Parlor Car New York to Washington. Dining Car, table d'hôte, New York to Baltimore.

No. 503. Buffet Drawing Room Sleeping Cars New York to Cincinnati and Pittsburg.

No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Baltimore to Cincinnati. Dining Cars serve all meals. Cafe Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Sleeping Car Baltimore to Columbus. Combination Parlor and Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Washington to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Buffet serves supper; Dining Cars serve balance of meals.

No. 11. **"Pittsburg Limited."** Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Conneville to Pittsburg.

No. 5. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Dining Cars serve dinner, supper and breakfast.

No. 47. Buffet Drawing Room Sleeping Car Cumberland to Chicago. Buffet Sleeping Car Wheeling to Chicago.

No. 53. Drawing Room Sleeping Car New York to Cincinnati. Parlor Car Baltimore to Wheeling. Dining Cars Martinsburg to Cumberland and Grafton to Cincinnati.

EASTWARD.

No. 2. Drawing Room Sleeping Car St. Louis to New York. Observation Sleeping Car Cincinnati to Washington. Dining Cars serve all meals. Cafe Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati.

No. 4. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Parkersburg to Washington. Buffet Parlor and Sleeping Car Wheeling to Washington. Dining Cars serve all meals.

No. 6. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Baltimore. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Drawing Room Sleeping Car Chicago to New York. Sleeping Car Columbus to Baltimore. Dining Cars serve all meals except breakfast at Cumberland.

No. 10. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. **"Duquesne Limited."** Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Conneville. Dining Car Cincinnati to Grafton.

No. 46. Buffet Drawing Room Sleeping Car Chicago to Cumberland. Drawing Room Sleeping Car Chicago to Cleveland. Parlor Car Wheeling to Baltimore.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Wheeling.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

AKRON, OHIO, Union Station, C. D. HONODLE, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.
BALTIMORE, Central Building, Baltimore and Calvert Streets, G. D. CRAWFORD, Ticket Agent; B. F. BOND, District Passenger Agent. Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, CHAS. COCKEY, Ticket Agent.
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BOSTON, 391 Washington Street, J. P. TAGGART, New England Passenger Agent; E. E. BAEKEY, Ticket Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON, Ticket Agent.
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BUTLER, PA., W. M. TURNER, Ticket Agent.
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CHESTER, PA., A. M. D. MULLINX, Passenger and Ticket Agent.
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CHILLICOTHE, OHIO, J. H. LARRABEE, Traveling Passenger Agent, B. & O. S.-W.
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DENVER, COLO., S. M. SHATTUC, Traveling Passenger Agent, B. & O. S.-W.
HARPER'S FERRY, W. VA., C. E. DUDROW, Traveling Passenger Agent.
KANSAS CITY, MO., Box 254, A. C. GOODRICH, Traveling Passenger Agent, B. & O. S.-W.
LORAIN, OHIO, C. A. MELIN, Ticket Agent.
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NEWARK, OHIO, F. P. COFFER, Traveling Passenger Agent, F. C. BARTHOLOMEW, Ticket Agent.
NEW CASTLE, PA., R. L. TURNER, Ticket Agent.
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YOUNGSTOWN, OHIO, JAMES AIKEN, Ticket Agent.
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EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT CO., Limited, 23, 24 and 25 Billiter Street, London, E. O.; 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at

TICKET OFFICES THROUGHOUT THE COUNTRY.

C. W. BASSETT, General Passenger Agent, Baltimore & Ohio Lines East, Baltimore, Md.	B. N. AUSTIN, General Passenger Agent, Baltimore & Ohio Lines West, Chicago
D. B. MARTIN, Manager Passenger Traffic, Baltimore & Ohio R. R., Baltimore.	O. P. MCCARTY, General Passenger Agent, Baltimore & Ohio S.-W. R. R., Cincinnati.

CONGRESS IN SESSION

POPULAR

MIDWINTER EXCURSIONS

TO

WASHINGTON AND BALTIMORE

January 21—February 18

1904

Tickets will be sold at the Very Low Rates named, good going on regular trains of January 21 and February 18, and valid for return ten (10) days, including date of sale. Full details of train arrangements, Pullman parlor and sleeping car accommodations, can be had of Ticket Agents B. & O. R. R.

Bellatre, O. . . .	\$10.00	Gratztown, Pa. . .	\$ 8.15
Benwood Junction, W. Va.	10.00	Johnstown, Pa. . .	7.35
Braddock, Pa. . .	8.60	Leckrone, Pa. . . .	8.20
Butler, Pa.	9.60	Marletta, O. . . .	10.00
Connellsville, Pa.	7.35	McKeesport, Pa. . .	8.60
Dunbar, Pa.	7.35	Mt. Pleasant, Pa.	7.35
Everson, Pa.	7.35	Pittsburg, Pa. . . .	9.00
Fairchance, Pa. . .	7.85	Pomeroy, O.	12.10
Foxburg, Pa. . . .	10.00	Uniontown, Pa. . .	7.65
Gallipolis, O. . . .	12.50	Washington, Pa. . .	9.90
		Wheeling, W. Va. . .	10.00



From all other Points on the Baltimore & Ohio R. R. east of the Ohio River and west of Washington Junction, tickets will be on sale on above dates to

WASHINGTON

At Correspondingly Low Rates

ALL TICKETS GOOD TEN DAYS

Including Date of Sale

Royal Blue Line

PERSONALLY CONDUCTED TOURS

ALL EXPENSES INCLUDED, FROM

BOSTON AND NEW YORK

TO

WASHINGTON

LEAVING BOSTON

January . . . 5, 1904	March . . . 11, 1904
January . . . 29, 1904	March . . . 25, 1904
February . . 12, 1904	April . . . 8, 1904
February . . 26, 1904	April . . . 22, 1904

\$25
Boston

\$18
New York

COVERS EVERY EXPENSE, EACH TOUR OCCUPYING ONE WEEK. TICKETS PERMIT OF LONGER STAY IN WASHINGTON, AND ALLOW STOP-OVER IN NEW YORK RETURNING

Royal Blue Line

POPULAR.... THREE-DAY TOURS

FROM

NEW YORK and PHILADELPHIA CHESTER and WILMINGTON

AND INTERMEDIATE POINTS TO

Washington

PERSONALLY CONDUCTED
ALL EXPENSES INCLUDED

\$12 From NEW YORK
\$ 9 From PHILADELPHIA
\$ 9 From WILMINGTON
\$ 9 From CHESTER

December . . 28, 1903	March . . . 8, 1904
January . . . 21, 1904	April . . . 7, 1904
February . . 4, 1904	April . . . 21, 1904
February . . 18, 1904	May . . . 5, 1904
March . . . 3, 1904	

COVERS EVERY EXPENSE, INCLUDING TRANSPORTATION FOR THE ROUND TRIP, MEALS EN ROUTE, TRANSFERS AND TWO DAYS' BOARD AT FIRST-CLASS HOTELS IN WASHINGTON. TICKETS ARE GOOD FOR RETURN ON ANY TRAIN WITHIN TEN DAYS FROM DATE, AND PERMIT STOP-OVERS AT BALTIMORE AND PHILADELPHIA

Royal Blue Line

PERSONALLY CONDUCTED TOURS

ALL EXPENSES INCLUDED, TO THE

Battlefield of Gettysburg and Washington

FROM BOSTON } MAY 20, 1904
 } SEPTEMBER 6, 1904

FROM NEW YORK } MAY 21, 1904
 } SEPTEMBER 7, 1904

Personally Conducted
All Expenses Included

DETAILS LATER

Florida Tours

TUESDAYS

JANUARY = 26
FEBRUARY = 9
MARCH = = = 8

1904

FROM

New York Philadelphia
Baltimore Pittsburgh
...Wheeling...

VERY LOW RATES

For detailed Information
call at Ticket Offices

Baltimore & Ohio R. R.

The beautiful engraved portrait of the Stuart "Washington" on the cover of the Baltimore & Ohio "Guide to Washington" is alone worth more than the price of the book. * * * * *



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Published by the Passenger Department of the
BALTIMORE & OHIO R. R.

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D. B. MARTIN,
MANAGER PASSENGER TRAFFIC,
BALTIMORE & OHIO RAILROAD,
BALTIMORE, MD.

C. W. BASSETT,
GENERAL PASSENGER AGENT, LINES EAST,
BALTIMORE & OHIO RAILROAD,
BALTIMORE, MD.

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BALTIMORE & OHIO RAILROAD,
CHICAGO, ILL.

A MONTHLY BOOK OF TRAVEL



THE BOOK OF THE ROYAL BLUE

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BALTIMORE & OHIO R. R.

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MANAGER PASSENGER TRAFFIC,
BALTIMORE & OHIO RAILROAD,
BALTIMORE, MD.

The January number will be a Midwinter number.



TRAINS



Every Hour on the Hour

BETWEEN

BALTIMORE AND WASHINGTON

WEEK DAYS

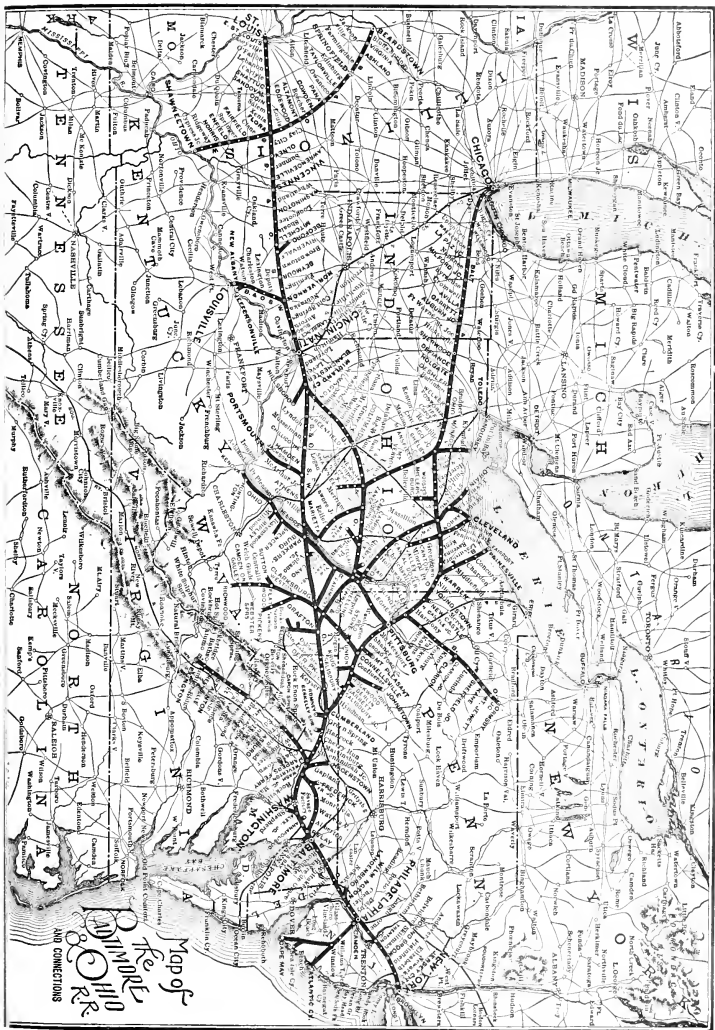
From Baltimore

One at 8 a. m.
One at 9 a. m.
One at 10 a. m.
One at 11 a. m.
One at 12 noon
One at 1 p. m.
One at 2 p. m.
One at 3 p. m.
One at 4 p. m.
One at 5 p. m.
One at 6 p. m.
One at 7 p. m.
And 16 Others

From Washington

One at 7 a. m.
One at 8 a. m.
One at 9 a. m.
One at 10 a. m.
One at 11 a. m.
One at 12 noon
One at 1 p. m.
One at 2 p. m.
One at 3 p. m.
One at 4 p. m.
One at 5 p. m.
One at 6 p. m.
One at 7 p. m.
One at 8 p. m.
And 15 Others

Mostly 45 and 50 minute trains



Baltimore



Ohio

R.R.

EAST AND WEST



CALENDAR - 1903



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
4	5	6	7	8	9	10	1	2	3	4	5	6	7	1	2	3	4	5	6	7	8	9	10	11	12	13	14
11	12	13	14	15	16	17	15	16	17	18	19	20	21	15	16	17	18	19	20	21	12	13	14	15	16	17	18
18	19	20	21	22	23	24	22	23	24	25	26	27	28	22	23	24	25	26	27	28	19	20	21	22	23	24	25
25	26	27	28	29	30	31								29	30	31					26	27	28	29	30		

MAY							JUNE							JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
3	4	5	6	7	8	9	7	8	9	10	11	12	13	5	6	7	8	9	10	11	2	3	4	5	6	7	8
10	11	12	13	14	15	16	14	15	16	17	18	19	20	12	13	14	15	16	17	18	9	10	11	12	13	14	15
17	18	19	20	21	22	23	21	22	23	24	25	26	27	19	20	21	22	23	24	25	16	17	18	19	20	21	22
24	25	26	27	28	29	30	28	29	30					26	27	28	29	30	31		23	24	25	26	27	28	29
31																					30	31					

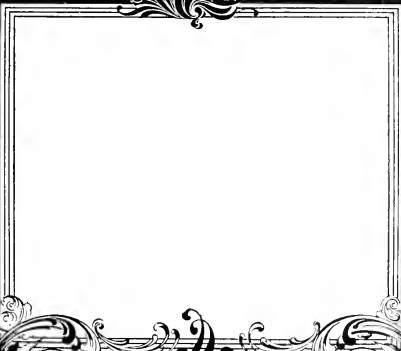
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
6	7	8	9	10	11	12	4	5	6	7	8	9	10	1	2	3	4	5	6	7	13	14	15	16	17	18	19
13	14	15	16	17	18	19	11	12	13	14	15	16	17	8	9	10	11	12	13	14	13	14	15	16	17	18	19
20	21	22	23	24	25	26	18	19	20	21	22	23	24	15	16	17	18	19	20	21	20	21	22	23	24	25	26
27	28	29	30				25	26	27	28	29	30	31	22	23	24	25	26	27	28	27	28	29	30	31		

ROYAL BLUE TRAINS

D.B. MARTIN,
MANAGED PASSENGER TRAFFIC,
BALTIMORE, MD.

B.N. AUSTIN,
GEN'L. PASS. AGENT, CHICAGO,
C.W. BASSETT,
GEN'L. PASS. AGENT, BALTIMORE.

ROYAL BLUE



BALTIMORE & OHIO R. R.



THE NATION'S HIGHWAY

TO

AND THE

MAGNIFICENT THROUGH

Vestibuled Train Service

FROM

VIA

Cincinnati



Dining Car Service Not Outclassed Anywhere



From Baltimore Herald.

READY FOR THE WORLD'S FAIR.

News Items.

The Baltimore & Ohio Railroad will issue an elaborate World's Fair Folder on the first of the year, giving full information, with illustrations, of the great Louisiana Purchase Exposition at St. Louis. All ticket offices on the entire system will be furnished with details concerning the route to St. Louis, with advance information concerning hotels and boarding houses.

The Baltimore & Ohio is the original line from the East to St. Louis. Early in 1827 the founders wished to connect Baltimore and the seaboard, by the most direct line westward, with St. Louis on the Mississippi. From Baltimore to Cumberland the line followed the old national pike; then a direct line was built to Parkersburg on the Ohio River; other companies built lines from Parkersburg direct to St. Louis and from Baltimore to New York, and now all of these lines have merged into the Baltimore & Ohio System, which forms the most direct route between the East and the West.

Solid vestibule trains run daily from New York, Philadelphia, Baltimore, Washington, Pittsburg and Columbus to Cincinnati and St. Louis.

The popular demand, "Pay for what you get and get it when you want it," induced the Baltimore & Ohio Railroad to install, some four years ago, a la carte service on dining cars to supersede table d'hôte. With the exception of a very few instances the a la carte service is used throughout the system, affording the traveler an opportunity of getting something to eat without paying for more than he wants. In these palatial cars, the coach, as well as the Pullman passenger, can sit down to an immaculate table, receive the attention of the best trained waiters, and secure, for the small sum of twenty-five cents, a cup of coffee and a bit of toast or sandwich. He pays the usual price of ten cents for the coffee, ten cents for a sandwich and five cents for the best service possible, surrounding himself with an appetizing atmosphere, and has the attention of the most skilled waiters.

This is infinitely better than hurrying from the train to a lunch counter, or having your coffee and sandwich brought to you at your seat, submitting yourself to the annoyance of various acrobatic feats which necessarily accompany such a performance.

Baltimore & Ohio R. R.

ROYAL BLUE LINE

1904

TOURS TO Washington

1904

UNDER PERSONAL ESCORT
ALL EXPENSES INCLUDED

Seven-Day Tours

From BOSTON \$25

January 5	February 12	March 11	April 8
January 29	February 26	March 25	April 22

COVERS EVERY EXPENSE, EACH TOUR OCCUPYING ONE WEEK.
TICKETS PERMIT OF LONGER STAY IN WASHINGTON, AND ALLOW
STOP-OVER IN NEW YORK RETURNING.

From NEW YORK \$18

January 6	February 13	March 12	April 9
January 30	February 27	March 26	April 23

COVERS EVERY EXPENSE, EACH TOUR OCCUPYING ONE WEEK.
TICKETS PERMIT OF LONGER STAY IN WASHINGTON.

Three-Day Tours

From NEW YORK \$12

From PHILADELPHIA \$9

From WILMINGTON \$9

From CHESTER \$9

January 21	February 18	March 8	April 21
February 4	March 3	April 7	May 5

COVERS EVERY EXPENSE, INCLUDING TRANSPORTATION FOR THE
ROUND TRIP, MEALS EN ROUTE, TRANSFERS AND TWO DAYS'
BOARD AT FIRST-CLASS HOTELS IN WASHINGTON. TICKETS ARE
GOOD FOR RETURN ON ANY TRAIN WITHIN TEN DAYS FROM DATE,
AND PERMIT STOP-OVERS AT BALTIMORE AND PHILADELPHIA.

"TO THE LAND OF THE SUMMER SKY"

Baltimore & Ohio R. R.

CALENDAR OF

FLORIDA TOURS

VIA

WASHINGTON

TICKETS WILL BE SOLD AT . . . Exceedingly Low Rates

INCLUDING EXPENSES EN ROUTE

From All Principal Points East of the Ohio River

1904

1st

January 26

via Seaboard Air Line

2^d

February 9

via Southern Railway

3^d

March 8

via Atlantic Coast Line

ASK AGENT FOR DESCRIPTIVE BOOKLET



COMMUNION.

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY BY THE
PASSENGER DEPARTMENT OF THE BALTIMORE & OHIO RAILROAD.

VOL. VII.

BALTIMORE, JANUARY, 1904.

No. 4.

COMMUNION.

BY HENRY EDWARD WARNER.

I

O SAY! have you seen the bright eyes in the dew,
The blushing wild rose in the lap of the twilight,
The smile of the trees, and the heavenly blue
Of violets nodding and nodding to you?

II

O, say! have you sat where the gray rocks adorn
The breast of the mountain, God's treasure-house guarding,
And heard the soul-song of the day newly born
And nurtured in love, in the arms of the morn?

III

O, say! have you walked where the forest sprite springs
And strews smiling flowers to welcome your coming,
Or harked to the flutter of myriad wings
Where each feathered creature its rhapsodies sings?

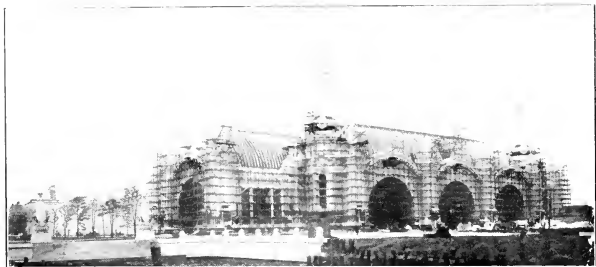
IV

O, say! has your soul left its narrow confines
And bounded away to the hiding of Nature,
Or fragrance inhaled from the life-giving pines,
Or balsamed its grief 'neath the berry-hung vines?

V

Go, then, where bright flow'rs gem the emerald sod,
And give, for a moment, thyself to contentment,
And there, where mayhap no profane foot hath trod,
Thy soul, in sweet peace, may commune with its God.

NOTE.—This is the companion piece to *Nature's Respite*, by the same author, which appeared in the November number "Book of the Royal Blue."



TRANSPORTATION BUILDING, LOUISIANA PURCHASE EXPOSITION, ST. LOUIS, 1904

WORLD'S FAIR PALACE OF TRANSPORTATION AND TRANSPORTATION EXHIBIT.

ERECTED at a cost of \$692,000, dimensions 559 by 1300 feet, covering an area of 155 acres, such is the home of transportation exhibits at the Louisiana Purchase Exposition.

This mammoth building was turned over by the contractors in December, and the installation of products of man's ingenuity in the creation of means for locomotion, brought from all over the world, will be commenced at once.

When Louisiana Territory was purchased from France, in 1803, the methods of transportation were principally the flatboat and the pack-horse; to-day the same territory has 65,000 miles of railway, its rivers are traversed by great fleets, and the telegraph, telephone and trolley wires are weaving a close network over its entire surface.

The exhibits in the Palace of Transportation will show the most advanced achievements in railway building, equipment, maintenance and operation, also a history of the railway as developed during the less than a century of its existence in all parts of the world. In order to give life to the exhibits in this department the wheels of locomotives will be turned by compressed air.

A grand central moving feature has been provided, which will attract the visitor upon entering this gigantic structure. On a steel turntable, elevated above the level of the

surrounding exhibits, will be a locomotive weighing over 200,000 pounds, the wheels revolving at great speed, the turntable revolving slowly, while electric headlights, on both locomotive and tender, will throw beams in every direction.

This moving trophy bears the legend, "The Spirit of the Twentieth Century."

Grouped around the central emblem will be, on the one hand, a historical presentation, by originals and models, of the development of the locomotive, the car and the track; on the other, the most advanced designs and construction.

During the Exposition period a series of laboratory and scientific tests of the action of locomotives will be made, in which the latest types of European and American engines will be used. These tests will be thorough and international in character, by reason of the foreign and domestic locomotives on exhibition and the attendance and assistance of the leading mechanical engineers of the world. They will be made additionally attractive by running a locomotive under steam (or turning the wheels while the locomotive is stationary) at the rate of eighty miles per hour at certain times each day.

One of the most interesting exhibits will be that of the Baltimore & Ohio Railroad.

At the Columbian Exposition, Chicago,

1893, the Baltimore & Ohio Railroad exhibit included models of the earlier locomotives and coaches introduced on this, the first American railway, together with models and complete engines showing the evolution of the locomotive from its first introduction, to the monster engines of 1893. This mammoth exhibit will be transferred to the Louisiana Purchase Exposition, and in addition will show the latest achievements in locomotives up to the present time. This exhibit will, therefore, be both historical and instructive; interesting to the student and the practical man of the present age.

Electric railroad development will be represented in the Transportation Palace by cars, tracks, etc., while the motors and appliances will be exhibited in the Palace of Electricity.

Along the northern line of the Transportation Exhibits building, traction engines will be shown in operation on a double track a quarter of a mile in length.

A complete exhibit of automobiles will form an interesting and novel feature of the Exposition. The best makers of France, Germany and Great Britain will compete with American manufacturers, occupying a vast space with this magnificent display.

During the last decade the standing of the United States as a naval and marine power has received recognition, both at home and abroad. Although known as an interior city, St. Louis is the greatest mart on one of the greatest waterways in the world, and these facts make the marine and naval exhibits objects of domestic pride as well as foreign study. Peculiar interest attaches to the history of Mississippi River navigation, which in 1904 will be graphic-

ally illustrated. The marine exhibits of foreign countries, of the great ocean steamship lines, of the Great Lakes, and of all the varied minor craft of the world will lend variety and interest.

While the naval display of the United States will be made in the Government building, foreign countries will make interesting displays of naval as well as merchant vessels and marine appliances in the Palace of Transportation.

Recognizing the progress made toward solving the problem of aerial navigation, the Exposition has offered a grand prize of \$100,000 to the airship which shall make the best record over a prescribed course marked by captive balloons, at a speed of not less than twenty miles an hour. A number of aeronauts will compete for the prize, and dirigible balloons, airships of other designs and aeroplanes will be entered for the grand contest. There are other prizes for balloon racing and contests of various kinds, to the amount of \$50,000, and as prizes are offered for achievement only, the widest range possible is given to contestants so far as method is concerned.

The amusement attraction feature has been entirely ignored, and serious work only encouraged.

This great aeronautic contest will be another epoch-making event, and will have a tremendous effect upon the arts, both of peace and war.

Applications for space in the Palace of Transportation exceeded the amount of space at the command of the department by 50 per cent on November 1, and applications still coming in indicate that construction of an annex will be necessary.



DR. COMMON SENSE—PHYSICIAN.

BY J. W. FOLEY.

AIN'T no healer kin treat me like Dr. Common Sense;
Never been t' college, 'side fr'm his experience.
All th' while I've knowed him, never give a single dost
O' physic, yit he allus hits my ailments mighty clost!
Springtimes, when my appetite keeps growin' less and less,
Diagnoses my disease as jes' plain laziness!

Never brings no pill-box when he drops in t' see me;
Says th' drugless treatment is his speciality.
H' ists th' winders up an' says the's nothin' like fresh air,
That's th' medicine 'at God Almighty made t' spare.
Treats my yellow janders by the exercisin' plan,
Says my flesh is flabby an' I'm only half a man!

Says th' ain't no kind o' blues on airth but hev t' yield
T' good, long tramps upon th' hills, an' plowin' in th' field.
Says my liver gits fr'm me th' tendency t' shirk;
Nothin' half as good fer it as turnin' in t' work!
Recommends th' wash-board an' th' ironin'-board as good
Fer what my darter, Mollie, calls "a sense o' lassitude."

Laughs at Ma's "insomnia," an' says it's bosh an' stuff;
Never found it hard t' sleep if he was tired enough.
"Git out in th' air," he says, "an' give yer lungs a breath
'Stid o' wearin' corsets 'at are squeezin' 'em t' death."
Ain't no medicine he knows—an' he knows two er three—
'At makes ye brisk an' lively if ye got no energy!

Wrote me a *perscription* fer John's tendency t' lark:
"In th' field by daylight; work; then in his bed by dark;
Take it six days in th' week, till harvestin' is done!"
Never see a medicine that cured like that-a' one.
Wouldn't take no pay fer it; but tol' me, middlin' gruff:
"Guess we'll make a man o' John, an' that is pay enough!"

Ain't no healer kin treat me like Dr. Common Sense;
Ain't got no diploma, 'side fr'm his experience.
"Half th' troubles 'at I've seen"—an' he's seen one er two—
"Comes," he says, "fr'm people havin' not enough t' do!"
Says his only medicines is sunshine, work an' air;
God Almighty made 'em, an' he made 'em all t' spare!

THE FOOTSTEPS OF REVOLUTION.

BY ELIHU S. RILEY.

[EDITOR'S NOTE.—This sketch of revolutionary times most appropriately follows the one entitled "Alexandria, Virginia," which appeared in the December number of the "Book of the Royal Blue," and is full of historical interest.]

WHEN George the Third began the war for the conquest of the great West in 1755, he inaugurated that concatenation of events that ended in the independence of the Thirteen American Colonies. This corollary of circumstances is known to all students of American history. The discovery of the trail, in which lie the footsteps of revolution, is instructive and interesting. When, in April, 1755, the six governors of the colonies of Virginia, Massachusetts, New York, Pennsylvania, Maryland and North Carolina, at Alexandria, Virginia, met and passed that resolution reflecting on the readiness of the American colonies to furnish supplies for the French and Indian war, they, it is accepted as history, made the first footprint of revolution. The next step was the immediate and indignant protest of the Virginians against taxation without representation.

But what seer saw first the dawn of coming revolution which was to burst from the horizon of American courage?

In the little town of Annapolis, in Maryland, then far from a thousand inhabitants, yet the center of a refined and cultivated society, with wealth, learning and commerce enjoyed in an ample degree by its inhabitants, lived a man who, amid a coterie of distinguished lawyers, which named in its body Thomas Johnson, Samuel Chase, Charles Carroll and William Paca, stood, without question, as the most learned and capable of them all. From the moment of the enunciation of the doctrine that England could and would tax the colonies regardless of their consent, and without their representation in Parliament, alarm spread throughout the colonies. Its beginnings are lost in the sectional pride of historians, who appeared more desirous of lauding the deeds of their respective commonwealths than in searching the sources of history and letting its flood of light discover to the public the path of truth.

The Virginians were first to repudiate the doctrine of taxation without consent, and Maryland was initiatory in its warning note of the consequences of such an act. In the

third volume of the "Pennsylvania Magazine of History and Biography," page 144, is a letter written in 1755 by Daniel Dulany, of Annapolis, Maryland, in which this paragraph occurs:

"We have been told that an Act of Parliament will soon be made to tax the Colonies for the support of an American war. If the dispute is to be continued, and our Mother Country does expect that we should bear our part of the burthen, which, indeed, seems reasonable, such an Act seems necessary, but so many things are to be considered in making a regulation of this sort just and effectual, that I dread the consequence of the *Parliament's* undertaking it. The circumstances of many of the Colonies are not sufficiently understood, and how they can be properly represented till we have an intimation that such a representation would be proper, I don't know."

Ten years later, when the Stamp Act was a law of Parliament, Dulany was found with more decisive sentiments on the subject, and in a pamphlet of historic greatness and legal profundity, came clearly and boldly out against the authority of Parliament to tax the colonies without their consent. The essay was entitled, "Considerations" why Parliament should not tax the American colonies. This pamphlet, printed first in Annapolis, then in Virginia, and, finally, in London in 1766, fell into the hands of William Pitt, and from Dulany's Considerations the great commoner drew his arguments with which he defended America in Parliament in 1766, and whose labors resulted in the repeal of the Stamp Act.

Dulany, the most distinguished and ablest lawyer of the colonies, "the Camden of America," as he was toasted in Philadelphia in 1766, after the repeal of the Stamp Act, is almost unknown to the average student of American history. His career, his ability, and the obscurity that has clouded his colossal character, are interesting studies. That obscurity arose from the fact that, when the throes of revolution came, it cast him aside as wreckage in the way of the tempest of successful insurrection. He believed that the proper appeal to Great Britain was not

by arms, but by the voice of reason and filial affection that had won the contest of 1766. The current was against a peaceable solution, and, in the storm of revolution, the halo of his distinguished abilities set, and other stars rose in the galaxy of Maryland history—Carroll, Chase, Stone, Johnson, Paca, Smallwood and Howard, leaders of rebellion. Dulany never abated from his position that Great Britain had no right to tax the colonies without their consent, nor does history disclose one act of resistance to the authorities of the colonies, nor one grain of comfort offered to their enemies, yet, because he was not in favor of armed revolution, his expulsion from the State was demanded, he became a fugitive in England, his property was confiscated, and he made an exile from the land whose cause he had successfully defended, and whose fame he had enhanced by the unequalled talents of his remarkable intellect. After the Revolution, Mr. Dulany returned to Baltimore, but a new era had come and new ideas prevailed, and new men were in the forefront to put them in execution, and the "Camden of America" never recovered his place in the affections of the people.

This letter of Mr. Dulany's, that gives his dread forebodings of the consequences of an Act of Parliament compelling the colonies to pay taxes without their consent, contains an interesting account of the Acadians, or French Neutrals, as they were called in those days, and this throws some light on the stirring events in which the American forefathers lived in this epoch of their history:

"Our (Maryland's) proportion (of Acadians) being nine hundred, are already arrived at this place (Annapolis, at which they arrived about December 1, 1755) and have almost eat us up. What is to be done with these people, God knows! They insist on being treated as prisoners of war. It was proposed to them to sign indentures for a short term, which they have refused. As there is no provisions for them, they have been supported by private subscriptions. Political considerations may make this a prudent step, for anything I know, and, perhaps, their behavior may have deservedly brought their sufferings upon them; but 'tis impossible not to compassionate their distress."

This was indeed true, for it is of record in the ancient annals of the Council proceedings of Annapolis that Daniel Dulany and Mr. Steuart, two citizens of Annapolis,

personally took up a subscription in behalf of the suffering Acadians, and turned the money over to the city authorities to distribute.

The spirit of resistance of the people of Maryland to unequal taxation was further shown in 1758, when they refused to make any provision to carry on the war against the French and Indians. This did not come from disloyalty nor niggardliness, but from the heroic determination of the colonial Marylanders, a spirit that always animated the Freemen of Maryland, to submit to no unjust taxation. The Lower House, composed of delegates elected by the Freemen of the province, passed a bill to give the King large aids to carry on the war, but this required the rich officeholders of the province to pay their share of the new taxation. The Upper House, appointed by the Lord Proprietary, and composed largely of the very rich officials whose splendid incomes from fees were attacked, refused to pass the bill. The Freemen determined that their constituents should not bear the chief burden of taxation, and declined to pass any bill to carry on the war at that session. Lord Loudoun, the King's lieutenant in America, "declared that it was the only province that had refused the King supplies." Later, there was an agreement between the two Houses and a large donation was made to the King's cause. When Benjamin Franklin went to England as the representative of Pennsylvania against the Stamp Act in 1766, and was urging its repeal before a committee of Parliament, the conduct of Maryland was attacked, and indeed Maryland's action in 1758 is given as one of the causes of the Stamp Act and its kindred legislation, so that the province was a potential force in bringing on the American Revolution. Dr. Franklin wisely defended the loyalty of Maryland to the King and country, by explaining that the refusal was the result of its constitution, the composition of its Legislature, and a difference between the two Houses. These were facts; but beneath these statements was the greater fact that the Freemen of Maryland did not intend, at any cost, to submit to unjust and unequal taxation.

Popular favor, proverbially fickle, in Daniel Dulany's career had one natural cause that led, though not justly, to the temporary eclipse of his brilliant reputation. In 1770, Governor Robert Eden, of Maryland, when the Legislature had failed to pass a fee bill

for the support of the provincial officers, on account of the disagreement between the two Houses on a new rate of fees, issued a proclamation establishing the fees. The Lower House desired to reduce the fees of the officials—the Upper House refused to agree. Hence, no bill was passed. Governor Eden's action was resented as an attempt to tax the people without their consent. It led to a bitter contest, which lasted three years, and when the final appeal was made to the people in 1773, a Legislature, without one single supporter of the Governor, was elected. Daniel Dulany defended Governor Eden's course, and this led to the famous correspondence between Dulany and Charles Carroll, of Carrollton,

under the respective titles of "Antilon" and "First Citizen." As the smoke of this conflict was ending the roar of revolution was heard advancing, and, in the tempestuous times that ensued, the career of the great commoner of America was shipwrecked.

Posterity has awakened to the greatness of this distinguished character, and Congress has directed that a suitable tablet to his memory be set up in the Naval Academy, on the site of the home-place of that American statesman who furnished that British statesman who advocated our cause, the weapons with which he successfully defended American rights in the British Parliament in 1766, when the first Stamp Act was repealed.

OFF ON THE ROYAL BLUE.

BY MRS. FINDLEY BRADEN.

JUST married and not a soul knows it,
And leaving the city on time!
Well, grandpa will scold, but here goes it!
Eloping was never a crime.
Dear Lester is poor, but ambitious,
Exactly the man to succeed;
While I'm not at all avaricious,
So never in vain could love plead.

Oh, Lester is noble and handsome
And has such a rare winning smile,
That I am content, though a Ransome,
To follow him many a mile.
Why, we two are bound to be happy,
If sharing whatever may come;
Friends say love is obsolete, sappy—
Of course it may seem so to some.

And what did we care for a wedding,
With all of my set looking on?
They know that I jilted Jack Gedding—
Zoe Ross will be glad I am gone.
I know I am best loved by Lester
And oh, I so dearly love him!
Well, time is the great marriage tester
And even bright eyes must grow dim.

Here goes for a life of surprises,
'Twill really be fun to be poor;
We'll thrive, as my glad heart surmises,
Yet I could be strong to endure.
In face of all mean opposition,
In spite of what grandpa may do,
We're off on our own sweet volition,
We're off on the fast Royal Blue.

A Page of Warner.

A Memory.

AH, sweetheart mine, dost thou remember, love,
How in the mazes of the dance we'd move
In younger days?
Thy face was fairer than a Venus face,
And now, tho' grayed with years, I mind thy grace
And winsome ways.

'Twas in the sinuous dance I met thee first;
In subtler courtship, love, I was not versed
When we were young;
But as I held thee in my trembling arms
Methought nowhere could man ere find such charms,
All maids among.

And now, sweetheart, we've braved the storms of years
Both hand in hand, and shared our hopes and fears
Through good or ill;
And as I gaze into thy fading eyes
I see the secret of a paradise—
My sweetheart still!

Charcoal Eph's Philosophies.

Dey am some people in de worl' dat 'ud ruddah work on a dray dan drive a foah-in-han', an' yo' mos' allus fin' dat human ambition reaches hit's level.

W'en yo' heah a man holler amen 'ak he gwine t' bus' de roof, hit am suttin'y mouty habd t' reco'nize de voice ob de man dat beat yo' in a mewl trade las' week.

W'en a man 'gin t' go up hill he fin' a mouty lot ob people frowin' mountains in de way; but w'en he stahd down de hull worl' stan' back an' gib him de road.

De sun ob life am mos' ginnally shinin' high in de sky, but dey am some people so contrary built dat dey keep on carryin' dey umbrellers.

Hit am a bad sign w'en de deacon passin' de collection plate keep lettin' his thumb slip so fah down on de inside—hit suahly am!

Now yo' jess take s'posin' a turkey, an' yo' jess take s'posin' a dahk night, an' yo' jess take s'posin' a hungry coon—what's de answer?

Dey am some men in de worl' dat got mo' money dan dey can spen', an' den agin, dey am some men in de worl' dat got de ability t' spen' mo' dan dey kin git.

—Henry Edward Warner.

[EDITOR'S NOTE. Mr. Warner, who is the President of the American Press Humorists' Association, possesses a rare range in the chromatic scale of newspaper rhythm.]

A Page of Taber.

A Song of Sea and Cloud.

AYE, toward the heart of the one I love,
Ever and ever the clouds and ships—
The ships on the sea and the clouds above—
Point to her lips;
To the land beyond.

Over the hills where the sun goes down,
Silently sail the rose-tipped clouds,
Ten thousand miles from the fevered
town;
To the land beyond.

Over the sea where the mermaids are,
My treasure-ships with the sun-kissed
sails
Go voyaging ever, far and far;
To the land beyond.

The ships bear treasure, the clouds bear love,
For love is the rose-tipped cloud, dear heart,
And the ships on the sea and the clouds above
Are sailing forever toward you, my heart;
Heart of my heart,
Sweetheart.

Nonsense.

The Ingenious Peter Piper.

There was a man who owned a mo, his name was Peter Piper,
And every time he washed the mo he viped it with a viper.
One day some ladies sailed to him across the bounding billows,
They said, ' We want to buy some stuff to stuff some sofa pillows.'
But Peter said, "Alas! alack! I ain't got any nowhere
Unless I go and catch the mo and cut off all his mohair."

The Sad Cow.

There once was a fine Jersey cow,
Who remarked, "Will you please tell me how
Ever since I been born
I ain't had any horn?"
We replied, "You're a muley, so *now!*"

The Sassy Child.

My teacher, up to school, is named
Miss Abigail McCarty;
When she says "Five and five is ten,"
I look at her awhile and then
I say, "Is that so, smarty?"

No Individuality.

"I think," remarked the robin, "that 'twould grieve you somewhat, too,
If every time you laid an egg, 'twas *always* painted blue."

Indecision.

Whenever I go out to take a drink
I always have to stop awhile and think
If I would rather have some Worcestershire,
Petroleum, or liquid glue, or ink.

—Harry P. Taber.

[EDITOR'S NOTE.—Mr. Taber's "Ballads of Bad Babies," appearing in many of the current magazines, have gained for him much fame as a writer of "Sensible Nonsense."]



NEW GOVERNMENT PRINTING OFFICE, WASHINGTON, D. C.

THE GOVERNMENT PRINTING OFFICE.

A LITTLE more than a block from the Baltimore & Ohio Railroad station at Washington, stands an imposing seven story steel building occupying an entire block, which invariably catches the eye of the traveler and occasions immediate inquiry as to what "Government Building" it is. That the Government is the proprietor of all the big buildings of Washington is taken as a matter of course, and in this the surmise is correct, as the structure is none other than the Government Printing Office.

Year by year the annual appropriation for Government printing has increased, until now it amounts to something like \$6,000,000.00. A greater portion of this amount is expended in the details of this one building, and yet not all of the work is done here. In fact, it may be said, the "Printing Office" is scattered all over Washington.

But in the big Union Building on Capitol Street everything in the printing line is cen-

tered. It is here where all bills presented in Congress are put into type and reproduced; the census reports; the Blue Book, giving the name of every employe in the Government service, compensation, etc.; the legal printing, such as that of the Court of Claims, Department of Justice and Supreme Court; the scientific work; the Nautical Almanac; work of the Coast and Geodetic Survey; the Congressional Record; the myriad of patents, designs, trademarks, pamphlets, and Official Gazette of the Patent Office; the countless documents of the Weather Bureau; the reports of the Agricultural Department; the speeches of members of Congress; and the endless varieties of general public printing of books and pamphlets which come under the Government supervision.

The Union Building is the busiest place in America. It never sleeps. It is a monumental bee-hive, where day and night are the same; and where, toward the close of a

session of Congress, Sundays and holidays are counted in with the other days of the week.

Here are a few items concerning the building, its working force, and what is done:

Eight acres of floor space.

Six acres used by typographers.

Seven stories high.

Steel vault under sidewalk for storing 2,000,000 electrotypes.

One hundred and ten printing presses.

Sixty-four large rotary presses on first floor, with capacity of 1,100,000 impressions daily, using 30 tons of paper and 250 pounds of ink.

Fifty thousand pounds of 14-point type; 400,000 pounds of 6, 8 and 10-point type.

Extensive offices and part of folding room on second floor.

Main folding room on third floor, employing 750 persons.

Bindery on fourth floor, employing 1,000 persons.

Thirty-two sewing machines in bindery.

Composing rooms on fifth and sixth floors.

Electrotype foundry, job composing room and press rooms on seventh floor.

Ventilating equipment in loft.

Twelve ventilating fans change the air every seven minutes.

Modern window and floor ventilators throughout.

Electric motors in use wherever practicable.

Private telephone exchange; eighty-two telephones.

Fifteen passenger elevators.

Automatic elevators for forms unaccompanied.

Four compound horizontal engines.

Eight thousand three hundred horsepower marine boilers.

Four thousand three hundred employees.

Three hundred men in specification division on one floor.

Five divisions of type setters.

Eighty-five day proofreaders.

Forty-three night proofreaders.

With such a working force and the most modern machinery to assist, it is easier to form some conception as to the alacrity with which the service is rendered. Every bill in Congress must be printed within a few hours after it is introduced, and be ready for the opening session next day. During the early session of Congress the work is unusually heavy, and an extra force at night

is employed. Some idea of this one feature of the printing is thus described:

"Every bill which becomes a law is printed six times, as follows: (1) When it is introduced; (2) when it is reported back to the House or Senate from committee; (3) when it is passed by the House in which it originated; (4) when it is referred to a committee in the other House; (5) when it is again reported out of committee, and (6) when it has been passed by both Houses and signed by the Speaker of the House and the President of the Senate and the President of the United States. Then it is printed on parchment commonly known as sheepskin, to be filed away in the archives of the Secretary of State. Of every public bill, 745 copies are required at each print, and of every private bill, 380 copies.

"During the last Congress there were introduced 8,025 Senate bills and resolutions, and 18,420 House bills and resolutions, of which a total of 1,384 became laws. Some bills do not contain over two pages, and some have as many as 600 pages. The average pension bill has two pages. The bill for a code for the District of Columbia had 680 pages. A good many bills are printed in advance, in anticipation of their passage, and in this way it is often possible to send to the Capitol a printed bill of two to five pages and deliver it in Congress within five minutes from the time the telephone message giving instructions for the printing of the bill is received.

"When a bill is printed to be filed with the Secretary of State only one printed copy is made. The bill is printed with fourteen-point type, on parchment, each sheet being ten and one-half inches by fifteen inches in dimensions, and embellished by a border of two light, parallel red lines. But one page can be printed at a time. Four Colt's Armory Presses are used in this work, with a one-half horse-power motor to each press. Printing on parchment is particular work, and it is necessary to use a kind of ink that will neutralize the grease in the parchment."

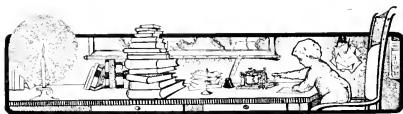
The Congressional Record is one of the most remarkable productions of the Government Printing Office. It was established in 1873, and tells of the daily doings of Congress. A particular feature of this publication is that it is not allowed to contain pictures or photographs of any kind. No diagrams or maps for illustrating purposes will be published without the approval of

the Joint Congressional Committee on Printing. Every member of Congress has the privilege of making such changes or additions in his reported remarks as may suit him, unless it be a reported colloquy between the member and some other member; in this case both members of the discussion must agree to the change. It is the custom, when a member makes a speech, for him to request the Official Stenographer to show him a typewritten copy of his notes early in the evening so that corrections may be made in it before the copy is furnished to

the printer. Again, later in the night, the member is furnished with a proof in type, from the Printing Office, that he may read it again before the record is printed.

On some occasions a single issue of the Congressional Record has contained nearly 200 pages. The largest issue of 1903 was 120 pages.

Congressional "speeches" is another special feature, one press alone being devoted to this work. This press can print, fold and bind 60,000 thirty-two (32) page pamphlets a day.



THE DAYS THAT ARE.

BY JEROME P. FLEISHMAN.

WHEN I was young I used to write about the "days gone by,"
And in my verse I used to sling full many a love-sick sigh;
I used to write about the "shady dell" and "rippling stream,"
And yearn in four-line spasms for the olden "love's young dream."

I used to pen a verse or two about the "days of yore,"
And sometimes tell about the love that "lives for evermore;"
I'd wander into "pastures green" and many "meadows fair,"
And chase my love-lorn fancy through the "scented evening air."

A "trysting place" I sang about, and told of "golden hours,"
When, "hand in hand, we used to roam among the dew-kissed flowers;"
"Implying eyes" and "glances shy" I rang in good and free,
And wrote in metric flights of "days when we would happy be."

* * * * *

But now no longer do I pine for "brooks" and "shady dells,"
The price of coal is soaring and the gas bill daily swells;
I'm married to the girl I used to laud up to the skies,
And now I practice trotting every time the baby cries.

The pantry's getting empty, and the poems that I write
Are stickers on the market, where they pay for work that's bright;
The ice man calls for money, and the baker does the same,
And, oh! my life's a paradise—called by some other name.

And so I've quit my warbling, and have settled down for good,
I never dwell in dreamland now, as all true poets should;
"The days gone by"—"the golden days" I scent them from afar,
For I—I've got my troubles with the hustling days that are!

A ROYAL DINNER ON A ROYAL TRAIN

DINNER

BLUE POINTS

GREEN TURTLE, AUX QUENELLES
CUCUMBERS

CELERY

BOUILLON, EN TASSE
SALTED ALMONDS

BAKED SAVANNAH RIVER SHAD, MAITRE DE HOTEL
POTATOES, A LA JULIENNE

BROILED LIVE LOBSTER, SAUCE TARTARE

ROAST YOUNG TURKEY, OYSTER DRESSING
CRANBERRY SAUCE

MASHED POTATOES
CAULIFLOWER

SPINACH WITH POACHED EGG
GREEN PEAS

ROAST MALLARD DUCK, FRIED HOMINY
CURRANT JELLY

ROMAN PUNCH

LETTUCE AND TOMATO SALAD, FRENCH DRESSING

ENGLISH PLUM PUDDING, HARD OR BRANDY SAUCE
PUMPKIN PIE

VANILLA ICE CREAM

ASSORTED CAKE

ROQUEFORT CHEESE

BENT'S CRACKERS

FRUIT

COFFEE

COGNAC

MEALS ONE DOLLAR

THE DRINKING WATER IS FROM THE SPRING AT DEER PARK, MD.



IN THE DINING CAR.

BY STRICKLAND W. GILLILAN.

I DREAMED I'd delectably dined with the gods,
Had crammed down Olympian fodder in wads;
I dreamed I had quaffed of the nectar they serve
That thrills every fiber and steels every nerve;
But, waking, my memory's sweeter by far—
I've eaten the grub in a dining car!

No restaurant meal with a trunk hinge for steak,
No coffee like that which the lunch counters make,
No bread made of alum, no butter of grease,
No codfish of very unrecient decease,
No flies in the flapjacks one's hunger to bar—
Nay, none of these things in the dining car.

Instead, there are biscuits that melt in your mouth,
Good coffee as hot as July in the South,
Some milk that is neither diluted nor blue,
A tenderloin steak you can really chew,
Some French-fried potatoes—that cook is a star
Who hustles the grub in the dining car!

Some kick on the price they compel you to pay—
I've figured it out in a different way;
And when I've been starved by the lunch counter crowd,
Have suffered in restaurants smellfully loud,
I feel I am paying too little by far
For genuine food in the dining car.



PICKING PEANUTS IN THE FIELD

THE GREAT AMERICAN PEANUT.

BY R. M. CHESHIRE.

AMERICANS consume more than six million bushels of peanuts annually at a cost of over \$14,000,000, and one can not wonder at these startling figures after an investigation in the very heart of the peanut industry at Suffolk, Va., the largest peanut market in the United States, and, perhaps, in the world.

The extent of the use of the peanut by our people can better be appreciated when it is remembered that this heavy annual consumption does not form a part of the regular articles of food. They are eaten at odd times. Furthermore, to this \$14,000,000 may be added nearly \$3,000,000 which is saved to the peanut planter in the use of the vine as food for horses and cattle, and the thousands of hogs which are fattened yearly on the peanuts left in the ground after harvesting.

It is an interesting fact that the peanut did not come prominently before the American people until the trying days of the Civil War, when the boys who wore the blue and the boys who wore the gray found that the

peanut section was the best place in the world for soldiers who were short of rations, and both sides frequently found themselves in this fix. It was then that the soldiers made meals of the "Virginia goober," and felt thankful that such hunger-satisfying nuts could be obtained by a little "foraging." From those troublous and trying days until the present time, the rapid spread of the culture of the peanut has been almost phenomenal; and where once only a small patch was planted in peanuts, there are now acres—a fifty-acre peanut farm being not uncommon in Virginia, North Carolina, Tennessee, Georgia, Florida and Louisiana, but with Virginia far in the lead, both as to quantity and quality. The Virginia running variety is the most widely known and most popular with the trade, and may be taken as the typical American peanut. The pods are large and white, and will weigh about twenty-two pounds to the bushel. The Virginia bunch is almost the same in color and size, but not so prolific. Tennessee produces the white and red, and are both

excellent nuts, but not so large as the Virginia. North Carolina has what is known as the African variety, and botanists have placed the first and natural home of the peanut in Africa, China and Japan; but most excellent authority gives it as a native of Brazil. The kernel of the North Carolina nut is smaller than those of the states named, but it contains more oil than those of other varieties and has a most pleasing taste. Louisiana finds the Spanish—a small but prolific nut—best suited to that climate, and large quantities are grown. The "goober grabblers" of Georgia like the white and

grass and weeds, there is little to be done in the way of cultivation after the seeds are placed in the ground. Most planters have adopted the "drill" system, and the cultivation is made easy with plows made for the purpose. It is always a nip-and-tuck race against the first Jack Frost to get the nuts out of the ground before he gets in his work, for a biting frost injures both the vine for forage and the nut for the market. Peanut farmers have a plow made especially for harvesting the crop. The plow is long and keen, and goes deep into the soil, to prevent cutting the nuts, and as the vines and nuts



A PEANUT FACTORY

red nut, the same as are grown in Tennessee, and each succeeding year shows an increase in production.

It has been demonstrated that on suitable soil the peanut will grow in any latitude where Indian corn will thrive, but a good crop depends entirely on the climate—conditions which are found on the Atlantic seaboard from New Jersey southward, in the Mississippi Valley as far north as southern Wisconsin, and on the Pacific coast south of the Columbia River. In Virginia's peanut section, and it is a very extensive one, it has been found that where the land is properly prepared, porous, pulverized, and free from

are made loose from the soil, laborers with pitchforks—some of them in Virginia call them "Tillmans"—remove the plants or vines from the ground, shake off loose soil, and stack them in great heaps, shocked around poles six or eight feet high, care being taken to keep the vines off the ground by placing wood around the pole. The shock is "capped" with corn fodder or hay to keep out the rain, and is left undisturbed until ready for the "pickers," mostly women and children, who are paid so much per bushel for picking the nuts from the vines. A great deal of work is thus furnished for the colored population, and a bounteous

Santa Claus at Christmas time comes mainly from this source. The picking is slow and tedious work and one of the largest items of expense to the peanut farmer. Two weeks or a month after harvesting and shocking is regarded as the right time for picking, but some planters let the shocks remain undisturbed until early spring. A method not much practiced in Virginia is to place the vines in lofts or barns, allowing the nuts to dry, and then thrashed out in a machine similar to the regular thrashing machine. Dealers do not like to handle the machine-picked nuts, and they fetch a smaller price than the hand-picked. Formerly, nearly all planters had their produce cleaned before sacking and sending to market; but in recent years, the establishing of peanut factories did away with the necessity for this tedious and laborious work. The factories or "re-cleaners" purchase the output as farmer's stock, and after a treatment of fanning, polishing, and sorting—by hand and machinery—the nut is ready for the consumer; and the cleaner and larger the nut, the greater the price. Throughout the peanut section of Virginia there are peanut factories, but Suffolk does the larger business, and the factory there employs from 250 to 400 women and children to assist the machinery in preparing the crop for market. This hired help is nearly all black, the owners having found that the colored sister is best suited to the work—has the nimblest fingers and can do more work.

The factory is always a four-story building, the machinery used requiring this kind of building. The machinery is neither costly nor complicated, consisting of great rows of fans, brushes, polishers and sifters, each and all doing the work of making the nuts look like a polished pearl. Elevators convey the sacks of peanuts, as they come from the fields, to the fourth floor, where each sack is closely examined and sampled by experienced men and the nuts dumped into the hoppers according to the grade of nut. From this hopper the nuts go through the fanning, brushing and polishing machines and into the sifters, which separate the different sizes, and then send them on through similar processes down through the three floors, and coming out cleaned, polished and "sized," they are ready to be sacked. But in all this work the machinery is aided by the hundreds of negro women and children who are arranged around and along the movable tables and

cylinders, picking out the imperfect and faulty nuts. As these descendants of Ham hang over the tables and come down to their work, they lessen the labor by keeping up an almost constant song, generally a leader for each gang or section, and the others coming in with the chorus, the words being repeated over and over again. The religious element is very strong in the colored individual, and as they sing their home-made hymns it seems to lessen the burden of their work, and up through the rafters of the great building goes the hymn:

Swing low, sweet chariot; pray just let me in.

For I don't want to stay behind in this world of sin.

We work an' sing, Glory to the King,
We'll reach the New Jerusalem.

Swing low, sweet chariot, and let the sinners in,

'Cause we're tired of work and of sin.

We work an' sing, Glory to the King,
We'll reach the New Jerusalem.

All day long—and there are no union hours—these ebony-hued workers in the peanut factories keep up their songs, and those who have worked with the negro all their lives say that it is almost impossible to have them do good work unless they are permitted to sing while at work.

While the negroes and the machinery are doing their work on the three upper floors, the ground floor presents a busy scene, a force of men being employed in sacking and getting ready for shipment the hundreds of sacks of peanuts which have been assorted into four grades. The larger portion of the output of the factory is sold to wholesale and jobbing houses in New York, Washington, Richmond, Philadelphia, Boston, Chicago, St. Louis, Kansas City, Detroit, and other large cities, and from these they go to the retailers, the venders and the confectioners, the latter taking what is known as the fourth grade, the inferior nut, and is used in making "burnt almonds," peanut candy, and the cheaper grades of chocolate. It is estimated that the Italian peanut venders dispose of fully three-fourths of the third-grade nut, they being considerably cheaper than the first and second grades, which go to the first-class trade.

So heavy are the shipments from this point that side-tracks have been placed by

the roads to get their freight cars conveniently loaded, and it is not an infrequent thing for six and eight cars to be filled for one wholesale or jobbing house.

While nearly all Americans are more or less peanut fiends, it is evident that the time is coming when great inroads will be made on their favorite nut by its utilization for other purposes. Millions of bushels are being used now in the Old World for the production of oil, an oil which is regarded as equal to olive oil and may be employed for every purpose to which the latter is applied. It has an agreeable taste, and is more limpid than the olive oil. Already manufacturers of the peanut oil in this country, and especially in Tennessee, have announced that the only drawback to the oil mills is an insufficient supply of nuts.

Much of the peanut oil is sold and consumed under the brand of olive oil. During the years 1861-1865, the oil was largely manufactured in the Southern States, and was used as lubricant for locomotives; for machinery in cotton mills; and the housewives were glad to get it to take the place of lard. The meal or cake, after the oil had been pressed out, was largely used as food, and was found palatable and nutritious. No doubt the use of meal or cake would have been kept up as an article of food by Southern families but for the fact that there was precious little wheat flour for them, and they became gorged on the peanut bread, griddle cakes, muffins and soup. The cake is a most excellent food for cattle, and would perhaps be more valuable for this purpose than as a diet for people.



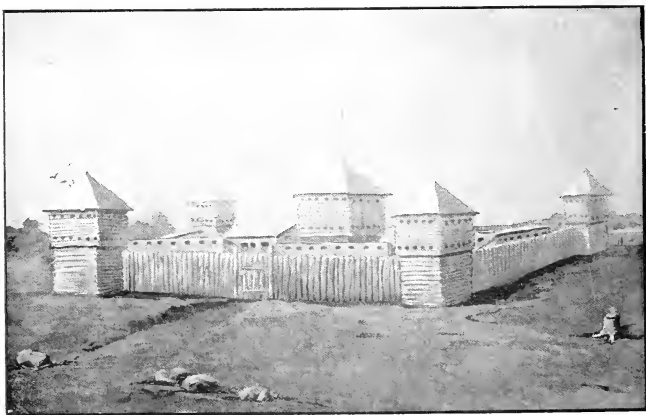
VINCENNES, INDIANA.

THE OLD AND THE NEW TOWN.

BY H. P. BALDWIN.

WHILE many eyes are turned westward to where the magnificent panorama of the Louisiana Purchase Exposition is being day by day gradually unfolded by the hands of myriad workmen, on the bank of the Mississippi, it may be interesting to note that "Old Vincennes" represented a connecting link between the original colonies and the Louisiana Purchase. Col. George Rogers Clarke's victories in the Northwest,

From the best obtainable information, the first white settlement in Indiana was made at Vincennes in 1732, Francois Morgane, Sieur de Vincennes, being its founder. The settlement was known as the "Post," "Old Post," and by various other names, but seemed to have had no official title until after the tragic death of its founder. De Vincennes, who was one of the post officers, accompanied an expedition against the



"OLD POST" BLOCK HOUSE ON SITE OF VINCENNES

with Vincennes as a center, made the acquisition of the territory west of the Mississippi possible. It is not generally known how great a part the "Old Post" played in the game of war then going merrily on, but, in view of the importance its conquest assumed in the Treaty of Paris, in 1783, it is deeply to be regretted that its early history is enshrouded in doubt and uncertainty, due to want of official records and authentic historical data.

Chickasaw Indians, who were very hostile to this and the other white settlements; the French were defeated, and De Vincennes was among the captured, scornful to leave his wounded comrades. He was burned at the stake, and his heroic conduct on this occasion aroused such sentiment, that his name was unanimously given to the post, and is still retained by the town. His fellow officer, Louis St. Ange, succeeded him as commander of the post, and retained this

position until France ceded this territory to the English, in 1764.

The British did not retain the Northwest Territory very long, as it was taken from them by Virginia troops, aided by volunteers from Kentucky, then a county of Virginia, under Col. George Rogers Clarke, in 1779. It remained as Virginia's conquest until 1784, when it was ceded to the United States government, peace having been declared between England and the United States the same year.

Capt. William Henry Harrison was appointed as Governor of the territory ceded by Virginia, and arrived at Vincennes Jan-

acted, as traders began to pour into the country, by the introduction of that product of civilization, rum, which, from the very first, was the undoing of the red man, and in Governor Harrison's first message, he dwelt first and longest on the necessity of legislation to prevent the sale of intoxicants to the Indians.

The encroachment of the whites upon the hunting grounds of the Indians, their frequent killings by the whites and other acts of violence and oppression, soon rendered them discontented and restless. During the year 1806, the famous Shawnee chief, Tecumseh, and his brother, "The Prophet,"



"ON THE BANKS OF THE WABASH, FAR AWAY"

uary 1, 1801. He held the office until 1812, when he was appointed General-in-Chief of the Northwest army, and ordered to retake Detroit, which he did, following Commodore Perry's victory on Lake Erie.

A potent factor in the early settlement of Vincennes was the influence exerted over the Indians by the Jesuit missionaries, who did more, perhaps, towards conquering the wilderness, so far as it was done by the French, than all other agencies. No other nation had so little trouble with the Indians, and we can readily believe that this was due to the unselfish devotion exhibited by this devoted brotherhood.

Unfortunately, this influence was counter-

came into Indiana. The Prophet, whose Indian name meant "loud voice," soon gathered a conspicuous following, by his claims of direct communications from the Great Spirit, and this following eagerly listened to the solicitations of Tecumseh, who was actively engaged in forming a confederacy of the Indian tribes for their mutual protection against the encroachments of the whites.

Governor Harrison soon came to the conclusion that he had dangerous people to deal with in the persons of Tecumseh and the Prophet, who were under the influence of British agents. In August, 1811, the celebrated conference between Governor

Harrison and Tecumseh was held at Vincennes, in front of the Harrison mansion, which is still standing.

The Governor is said to have invited Tecumseh to sit by him, but the old chief, scorning such vanities of civilization as seats, threw himself on the grass, exclaiming: "The Sun is my Father, the Earth is my Mother, and on her bosom will I recline." During this interview the chief told the Governor flatly that he lied, and it was with difficulty that the Governor was prevented from resenting the insult then and there. As might be supposed, the results of a conference so inauspiciously commenced, were not satisfactory, and the situation finally culminated in the battle of Tippecanoe and the overthrow of Tecumseh and the Prophet. Tecumseh withdrew to Canada, openly joined the British, and was killed the following year in the War of 1812. "Tippecanoe and Tyler too" was adopted as a slogan during a campaign in which Governor Harrison was subsequently elected President of the United States, and was also echoed through the later campaign which placed his grandson in the Presidential chair.

In 1814 the Capitol was removed from Vincennes to Corydon, and in 1815 Indiana was admitted as a State.

During the Civil War, among the first companies to offer their services were the "Old Post Guards" and the "Knox County Invincibles," both recruited from Vincennes. Vincennes also sent two companies to the Spanish-American War, who bore an honorable part in that conflict.

So much for "Old Vincennes." The present city is one of the most progressive, energetic and growing cities in the State. It is beautifully located on a prairie, bordered on the west by the placid Wabash, in the midst of one of the finest agricultural sections in the world; in a delightful and salubrious climate, with educational facilities surpassed by few cities of its size; with numerous and varied manufacturing inter-

ests, with raw materials within easy reach; with transportation facilities and freight rates unsurpassed.

Thriving bustling manufactories are being attracted here by cheap coal, large agricultural products, good country roads, abundant supply of pure water, its cheap gas and electric lighting, and unsurpassed fire protection.

Four vast systems of railway directly connect the city with the great trade centers of the country. It is on the direct line of the Baltimore & Ohio South-Western R. R., between the Mississippi River and the Atlantic Coast, and, taken all in all, is one of the most attractive cities in the country, viewed from a commercial or social standpoint.

Many changes have been made since the days of "Alice of Old Vincennes." It may not be uninteresting to note *en passant* that "Alice" was not altogether a creature of the fertile imagination of Maurice Thompson. The dashing creole who doubtless suggested "Alice" to the novelist was in all probability Mary Shannon, whose father was a Captain in Col. George Rogers Clarke's regiment. The Shannons lived on the west side of the river, and, during an Indian raid, the family were killed with the exception of Mary, who escaped to the east side of the river, was adopted by a Frenchman who was then mayor of the old town, named Francois Busseron, who was probably the original of Gaspard Roussillon, and after whom one of the principal streets of the town was named, it still bearing his name, Busseron Street. Mary Shannon's identity with that of Alice has been questioned on account of her age, which would have been about two years at the memorable occasion of the flag-raising on Fort Sackville, but if a poet is allowed special license, why should not the novelist be accorded the same privilege? There were many episodes in the life of Mary identical with those of Alice, and the balance of the character was probably fictitious, built on this small basis of fact.

[NOTE.—For the data from which this article is compiled we are indebted to "Historical Sketches of Old Vincennes," by Dr. Hubbard M. Smith, and "Vincennes in Picture and Story," by J. P. Hodge.]



Stub Ends of Thought

By ARTHUR G. LEWIS.



THE unhealthy environments of modern society may be largely attributed to the surface sewerage of petty prejudice and envious criticism.

It is a laudable discontent that lifts us above the inactivity of purpose.

HUMAN nature is often more what we believe it to be than what it really is.

EVIL is a matter of habit; good a question of influence against it.

SMALL men often assume eccentricities of small importance in order to establish the only repute within their power.

PHILOSOPHY may dominate the world, but love alone tones it into tenderness and action.

To over-reach ourselves in our ambition is as disastrous to happiness as lack of effort is to accomplishment.

THE prompt encouragement of impulsive right often prevents deliberate wrong.

WITHIN the gates of love's garden bloom the sweetest of life's flowers.

MANY of us possess all the cardinal virtues, but generally lose no time in getting rid of them.

How home love holds us to the main line of our best efforts.

THE only real free press of to-day is represented by the willingness of some one's sister.

IRONY used against a mental inferior indicates, as a rule, more cowardice than intellectual ability.

ASSOCIATION with pure women ennobles the mind to pure thoughts and points the way to clean endeavor.

THERE is often a wide difference between the pride that people talk about and the kind they practice.

TACT and judgment, patience and unselfishness are the four equal parts that constitute an ideal disposition.

ENDEAVOR.

BY ARTHUR G. LEWIS.

"I WILL try and do better to-morrow
Than I have done to-day,"
Said a child with sweet intention,
As he knelt in tears to pray.
God grant in the night of failure
We may all in earnest say,
"I will try and do better to-morrow
Than I have done to-day."

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EASTWARD	No. 504 DAILY	No. 526 EXCEPT SUNDAY	No. 522 EX. SUN & HOUR	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 136 EXCEPT SUNDAY	No. 508 DAILY	No. 516 DAILY	No. 546 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM
LV. WASHINGTON	7.00	8.30	9.00	10.00	1.00	3.00	4.00	5.00	11.30	3.00
LV. BALTIMORE, CAMDEN STATION	7.55	9.19	9.52	10.50	1.55	3.49	4.55	6.00	12.39	3.51
LV. BALTIMORE, MT. ROYAL STATION	8.00	9.24	9.57	10.54	1.59	3.53	5.00	6.06	12.44	3.55
AR. PHILADELPHIA	10.15	11.27	12.11	12.53	4.05	5.51	7.20	8.19	11.40	6.00
AR. NEW YORK, LIBERTY STREET	12.35	1.40	2.30	3.00	6.30	8.00	10.40	3.20	5.52	8.32
AR. NEW YORK, SOUTH FERRY	12.40	1.45	2.35	3.05	6.35	8.05	10.50			8.35
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

WESTWARD	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 527 DAILY 5 HOUR	No. 507 DAILY	No. 135 EXCEPT SUNDAY	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 525 DAILY	No. 503 DAILY	No. 515 DAILY
	NIGHT	AM	AM	AM	PM	PM	PM	PM	PM	NIGHT
LV. NEW YORK, SOUTH FERRY	12.10	8.25	10.25	11.25	12.55	-----	3.35	4.55	6.55	12.10
LV. NEW YORK, LIBERTY STREET	12.15	8.30	10.30	11.45	1.00	-----	3.40	5.00	7.00	12.15
LV. PHILADELPHIA	7.40	10.49	12.48	1.52	3.08	4.20	5.48	7.26	9.33	3.35
AR. BALTIMORE, MT. ROYAL STATION	9.48	12.56	2.56	3.51	6.06	6.45	7.46	9.46	11.46	6.00
AR. BALTIMORE, CAMDEN STATION	9.52	1.00	3.00	3.55	6.10	6.50	7.50	9.50	11.50	6.05
AR. WASHINGTON	10.47	1.50	4.00	4.45	6.10	7.55	8.40	10.50	12.50	7.25
	AM	PM	PM	PM	PM	PM	PM	PM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 47 EXPRESS DAILY
LV. NEW YORK, SOUTH FERRY	10.25 AM	12.55 PM	N 3.35 PM	6.55 PM	12.10 NT	12.10 NT	6.55 PM	-----
LV. NEW YORK, LIBERTY STREET	10.30 AM	1.00 PM	N 3.40 PM	7.00 PM	12.15 NT	12.15 NT	7.00 PM	-----
LV. PHILADELPHIA	12.48 PM	3.08 PM	N 4.20 PM	9.33 PM	7.40 AM	7.40 AM	9.33 PM	-----
LV. BALTIMORE, MT. ROYAL STATION	2.56 PM	6.06 PM	-----	11.46 PM	9.48 AM	-----	11.46 PM	-----
LV. BALTIMORE, CAMDEN STATION	3.00 PM	6.20 PM	7.30 PM	12.00 NT	10.00 AM	9.00 AM	12.00 NT	-----
LV. WASHINGTON	4.15 PM	6.20 PM	8.45 PM	1.10 AM	11.00 AM	10.05 AM	1.00 AM	-----
AR. DEER PARK HOTEL	-----	-----	-----	-----	-----	-----	-----	-----
AR. PITTSBURG	-----	-----	7.00 AM	-----	7.45 PM	-----	9.15 AM	LV 3.05 PM
AR. CLEVELAND	-----	-----	12.35 PM	-----	-----	-----	-----	9.40 PM
AR. WHEELING (EASTERN TIME)	-----	6.40 AM	-----	-----	-----	-----	-----	LV 3.30 PM
AR. COLUMBUS	-----	9.50 AM	-----	-----	-----	-----	-----	9.25 PM
AR. CHICAGO	-----	7.00 PM	-----	-----	9.00 AM	-----	-----	6.50 AM
AR. CINCINNATI	8.05 AM	-----	-----	5.35 PM	-----	2.35 AM	-----	-----
AR. INDIANAPOLIS	11.45 AM	-----	-----	10.35 PM	-----	-----	-----	-----
AR. LOUISVILLE	11.52 AM	-----	-----	9.30 PM	-----	-----	-----	-----
AR. ST. LOUIS	5.25 PM	-----	-----	7.28 AM	-----	-----	-----	-----
AR. CHATTANOOGA	6.00 PM	-----	-----	6.25 AM	-----	-----	-----	-----
AR. MEMPHIS	11.00 PM	-----	-----	8.00 AM	-----	-----	-----	-----
AR. NEW ORLEANS	10.00 AM	-----	-----	8.00 PM	-----	-----	-----	-----

* Train No. 5 makes connection at Cumberland.

Through Pullman Sleepers to all points. * Connection east of Philadelphia is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 46 EXPRESS DAILY	NOS. 14 & 46 EXPRESS DAILY
LV. CHICAGO	-----	-----	3.30 PM	10.40 AM	-----	-----	8.00 PM	7.00 PM
LV. COLUMBUS	-----	-----	-----	7.20 PM	-----	-----	-----	-----
LV. WHEELING (EASTERN TIME)	-----	5.00 PM	-----	12.35 AM	-----	-----	-----	10.50 AM
LV. CLEVELAND	-----	-----	10.15 PM	-----	1.00 PM	-----	-----	-----
LV. PITTSBURG	-----	-----	8.00 AM	-----	9.00 PM	6.30 PM	1.00 PM	-----
LV. ST. LOUIS	* 9.30 AM	2.05 AM	-----	-----	-----	9.08 PM	-----	-----
LV. LOUISVILLE	2.10 PM	8.10 AM	-----	-----	-----	2.30 AM	-----	-----
LV. INDIANAPOLIS	* 2.45 PM	8.05 AM	-----	-----	-----	-----	-----	-----
LV. CINCINNATI	* 6.35 PM	12.15 PM	-----	-----	-----	8.00 AM	-----	-----
LV. NEW ORLEANS	-----	7.05 PM	-----	-----	-----	9.15 AM	-----	-----
LV. MEMPHIS	-----	7.50 AM	-----	-----	-----	5.40 PM	-----	-----
LV. CHATTANOOGA	-----	10.40 PM	-----	-----	-----	-----	-----	-----
LV. DEER PARK HOTEL	-----	-----	-----	-----	-----	-----	-----	-----
AR. WASHINGTON	12.40 PM	6.41 AM	4.42 PM	12.30 PM	6.30 AM	2.46 AM	11.05 PM	11.05 PM
AR. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.47 AM	12.25 AM	12.25 AM
AR. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.55 AM	12.44 AM	12.44 AM
AR. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.10 AM	3.10 AM
AR. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	5.52 AM	5.52 AM
AR. NEW YORK, SOUTH FERRY	6.35 PM	12.40 PM	10.50 PM	6.35 PM	12.40 PM	8.35 AM	-----	-----

Through Pullman Sleepers from all points. * Daily. † Daily except Sunday.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

**ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.**

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Buffet Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia.

No. 504. Drawing Room Sleeping Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Buffet Parlor Car Washington to New York.

No. 522. Parlor Car Washington to New York. Dining Car, serves dinner table d'hôte, Philadelphia to New York.

No. 528. **Five Hour Train.** Parlor Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.

No. 502. Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 136. Buffet Parlor Car, Washington to Philadelphia.

No. 506. Observation Parlor Car Washington to Baltimore. Drawing Room Sleeping Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.

No. 546. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 505. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Washington and Pittsburg.

No. 517. Buffet Parlor Car New York to Washington.

No. 501. Drawing Room Sleeping Car New York to Washington. Dining Car, a la carte, Philadelphia to Baltimore.

No. 527. **Five Hour Train.** Parlor Car New York to Washington. Dining Car, table d'hôte, New York to Baltimore.

No. 507. Drawing Room Sleeping Car New York to Washington. Dining Car, table d'hôte, New York to Philadelphia, and Dining Car, a la carte, Baltimore to Washington.

No. 135. Buffet Parlor Car Philadelphia to Washington.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, Philadelphia to Washington. No extra fare other than regular Pullman charge.

No. 525. Parlor Car New York to Washington. Dining Car, table d'hôte, New York to Baltimore.

No. 503. Buffet Drawing Room Sleeping Cars New York to Cincinnati and Pittsburg.

No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

**Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.**

WESTWARD.

No. 1. Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Baltimore to Cincinnati. Dining Cars serve all meals. Cafe Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Drawing Room Sleeping Car New York to Chicago via Grafton and Belleair. Sleeping Car Baltimore to Columbus. Combination Parlor and Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Washington to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Buffet serves supper; Dining Cars serve balance of meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellsville to Pittsburg.

No. 5. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Dining Cars serve dinner, supper and breakfast.

No. 47. Buffet Drawing Room Sleeping Car Cumberland to Chicago. Buffet Sleeping Car Wheeling to Chicago.

No. 53. Drawing Room Sleeping Car New York to Cincinnati. Parlor Car Baltimore to Wheeling. Dining Cars Martinsburg to Cumberland and Grafton to Cincinnati.

EASTWARD.

No. 2. Drawing Room Sleeping Car St. Louis to New York. Observation Sleeping Car Cincinnati to Washington. Dining Cars serve all meals. Cafe Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati.

No. 4. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Parkersburg to Baltimore. Buffet Parlor and Sleeping Car Wheeling to Washington. Dining Cars serve all meals.

No. 6. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Baltimore. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Drawing Room Sleeping Car Chicago to New York. Sleeping Car Columbus to Baltimore. Dining Cars serve all meals except breakfast at Cumberland.

No. 10. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville. Dining Car Cincinnati to Grafton.

No. 46. Buffet Drawing Room Sleeping Car Chicago to Cumberland. Drawing Room Sleeping Car Chicago to Cleveland. Parlor Car Wheeling to Baltimore.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Wheeling.

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1904

POPULAR

MIDWINTER

EXCURSIONS

WASHINGTON

AND

BALTIMORE

January 21 and February 18

Baltimore & Ohio R. R.

Tickets will be sold at the Very Low Rates named, good going on regular trains of January 21 and February 18, and valid for return ten (10) days, including date of sale. Full details of train arrangements, Pullman parlor and sleeping car accommodations, can be had of Ticket Agents B. & O. R. R.

Bellaire, O. . . . \$10.00	Fairchance, Pa. . . \$ 7.85	McKeesport, Pa. . . \$ 8.60
Benwood Jc., W. Va. 10.00	Foxburg, Pa. . . . 10.00	Mt. Pleasant, Pa. . . 7.35
Braddock, Pa. . . . 8.60	Gallipolis, O. . . . 12.50	Pittsburg, Pa. . . . 9.00
Butler, Pa. 9.00	Gratztown, Pa. . . . 8.15	Pomeroy, O. 12.10
Connellsville, Pa. . 7.35	Johnstown, Pa. . . . 7.35	Uniontown, Pa. . . . 7.65
Dunbar, Pa. 7.35	Leckrone, Pa. 8.20	Washington, Pa. . . . 9.90
Everson, Pa. 7.35	Marietta, O. 10.00	Wheeling, W. Va. . . 10.00

From all other Points on the Baltimore & Ohio R. R. east of the Ohio River and west of Washington Junction, tickets will be on sale on above dates to

WASHINGTON

At Correspondingly Low Rates

ALL TICKETS GOOD TEN DAYS

Including Date of Sale

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**Baltimore
& Ohio R.R.**

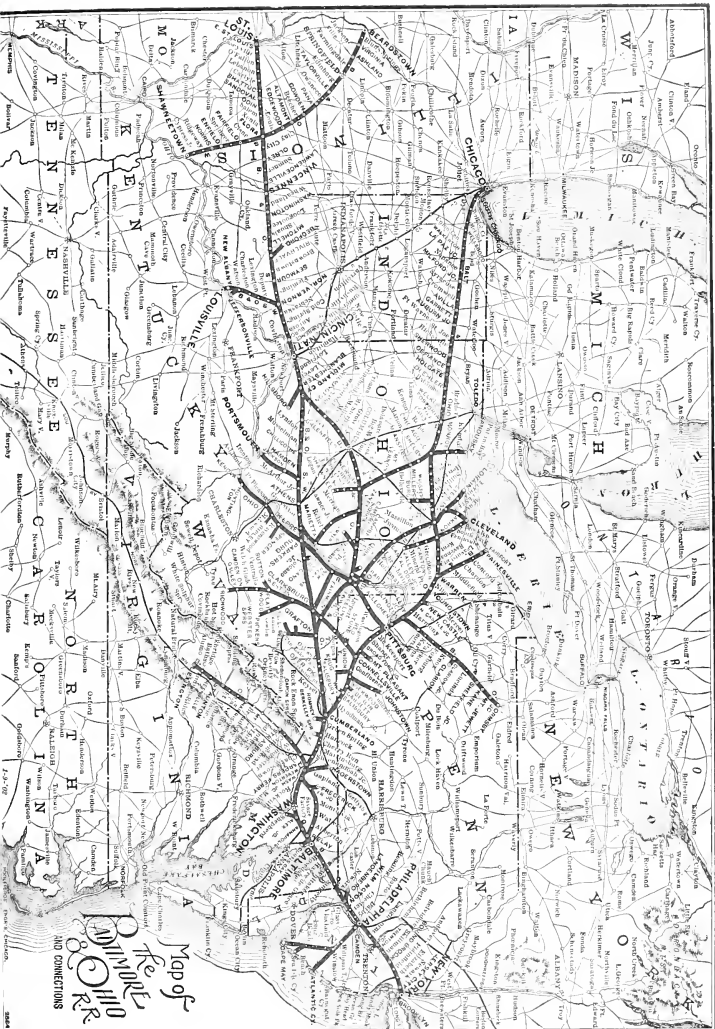
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AVENUE
OF LEAST
RESISTANCE**

PITTSBURG

**SHORTEST
ROUTE
NO CHANGE
OF CARS**

WASHINGTON





Baltimore



Ohio

R.R.

EAST AND WEST



CALENDAR - 1904



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
	3	4	5	6	7	8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
10	11	12	13	14	15	16	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31			
17	18	19	20	21	22	23	21	22	23	24	25	26	27	28	29	30	31										
24	25	26	27	28	29	30	28	29																			
31							28	29																			
MAY							JUNE							JULY							AUGUST						
1	2	3	4	5	6	7	5	6	7	8	9	10	11	3	4	5	6	7	8	9	1	2	3	4	5	6	
8	9	10	11	12	13	14	12	13	14	15	16	17	18	10	11	12	13	14	15	16	7	8	9	10	11	12	13
15	16	17	18	19	20	21	19	20	21	22	23	24	25	17	18	19	20	21	22	23	14	15	16	17	18	19	20
22	23	24	25	26	27	28	26	27	28	29	30			24	25	26	27	28	29	30	21	22	23	24	25	26	27
29	30	31					29	30	31					31							28	29	30	31			
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
4	5	6	7	8	9	10	2	3	4	5	6	7	8	6	7	8	9	10	11	12	4	5	6	7	8	9	10
11	12	13	14	15	16	17	9	10	11	12	13	14	15	13	14	15	16	17	18	19	11	12	13	14	15	16	17
18	19	20	21	22	23	24	16	17	18	19	20	21	22	20	21	22	23	24	25	26	18	19	20	21	22	23	24
25	26	27	28	29	30		23	24	25	26	27	28	29	27	28	29	30				25	26	27	28	29	30	31
							30	31																			

ROYAL BLUE TRAINS

D. S. MARTIN,
MANAGER, PASSENGER TRAFFIC,
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ROYAL BLUE



BALTIMORE & OHIO R. R.



THE NATION'S HIGHWAY

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Vestibuled Train Service

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DINING CAR SERVICE UNEXCELLED

BALTIMORE
& OHIO R. R.

THE
"NATIONS"
HIGHWAY
EAST AND WEST
VIA
WASHINGTON
TO
ST. LOUIS
AND THE
WORLD'S FAIR.

CHICAGO

**Baltimore
& Ohio R.R.**

**THE
AVENUE
OF LEAST
RESISTANCE**

PITTSBURG

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ROUTE
NO CHANGE
OF CARS**

WASHINGTON



Baltimore & Ohio R. R.

ROYAL BLUE LINE

1904

TOURS TO Washington

1904

UNDER PERSONAL ESCORT
ALL EXPENSES INCLUDED

Seven-Day Tours

From BOSTON \$25

February 12	March 11	April 8
February 26	March 25	April 22

COVERS EVERY EXPENSE; EACH TOUR OCCUPYING ONE WEEK.
TICKETS PERMIT OF LONGER STAY IN WASHINGTON, AND ALLOW
STOP-OVER IN NEW YORK RETURNING.

From NEW YORK \$18

February 13	March 12	April 9
February 27	March 26	April 23

COVERS EVERY EXPENSE, EACH TOUR OCCUPYING ONE WEEK.
TICKETS PERMIT OF LONGER STAY IN WASHINGTON

Three-Day Tours

From NEW YORK \$12

From PHILADELPHIA \$9

From WILMINGTON \$9

From CHESTER \$9

February 4	March 3	April 7	May 5
February 18	March 8	April 21	

COVERS EVERY EXPENSE, INCLUDING TRANSPORTATION FOR THE
ROUND TRIP, MEALS EN ROUTE, TRANSFERS AND TWO DAYS'
BOARD AT FIRST-CLASS HOTELS IN WASHINGTON. TICKETS ARE
GOOD FOR RETURN ON ANY TRAIN WITHIN TEN DAYS FROM DATE,
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BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY BY THE
PASSENGER DEPARTMENT OF THE BALTIMORE & OHIO RAILROAD

VOL. VII.

BALTIMORE, FEBRUARY, 1904.

No. 5.

TWILIGHT.

BY STRICKLAND W. GILLILAN.



LEADEN sky; bare, silhouetted limbs
In somber fretwork; low, half tearful hymns
Wail out the sorrow of the sobbing breeze
That wanders listless 'mid the shuddering trees.

A snowy mantle lies—a spotless pall—
O'er Nature's rigid features, softening all
The cruel outlines of her tired old face,
Caressing her with pulseless, cold embrace.

All shadows blend; the swiftly dying light
Holds awful portent of impending night—
Black night with vague alarms and nameless fear
That strives, though dumb, to speak in accents drear.

An ash-white cloud where sunset's fires late died
The twilight's only brightness hath supplied;
That softer grayness seems a sweet half-smile
And whispers of a blessed afterwhile.

A valley with the sheltering hills around
Winds to'ard that brightness; pilgrims homeward bound
Amid the gloom and gray of coming night
May know their steps still lead them to the light.

When you and I, dear heart, approach our rest,
When sunset's rose has laded in the west,
When all about is gray and bleak and cold
And snowy shroud and pall our world enfold,

Then may our feet seek out some hill-girt vale
That westward leads the while our earthlights pale:
And, waiting for the dark, may you and I
See smiles of welcome in our twilight sky.

JAMES SMITHSON, FOUNDER.

HOW THE GREAT "SMITHSONIAN INSTITUTION" AT
WASHINGTON ORIGINATED.



JAMES SMITHSON

decides that they be interred in a suitable place in the Smithsonian grounds.

The tablet placed upon the tomb in 1896, on the fiftieth anniversary of the institution's establishment, was also removed and brought along with the casket containing all that is mortal of the man in whose life and work the entire world of science is interested, and to whom humanity owes an immeasurable debt.

The *Chicago Record-Herald* comments as follows:

"It is perhaps as peculiar a fact as was ever recorded in connection with the story of a great deed that, had not James Smithson been an illegitimate child, posterity would neither have known him nor become his debtor. An English widow of high rank, Elizabeth Keate Macie, was his mother, and his paternal parent was Hugh Smithson, the first Duke of Northumberland. Had the father kept his pledges of marriage to Mrs. Macie instead of contracting an alliance with the great house of Percy, by which he came into a dukedom, 'the corridors of time' would doubtless never have echoed the name of Smithson.

"James Smithson is credited with having said, with a bitterness that can easily be understood: 'The best blood of England flows in my veins. On my father's side I am a Northumberland, on my mother's side I am related to kings, but this avails me not. Nevertheless, my name shall live in the memory of men when the titles of the Northumberlands and the Percys are extinct and forgotten.'

"The young man, known first as Macie, but afterward authorized by parliament to adopt his father's surname, was graduated from Pembroke College, Oxford, in 1786, and soon showed so much interest in science that he became a fellow of the Royal Society. Chemistry and mineralogy received his special attention. His political tendencies were always republican, due in large measure, if not entirely, to the unfortunate circumstances of his birth. The class distinctions of the British monarchy were regarded by him with deep aversion. The bulk of his property came through his mother, from

IN its resting place in a Protestant cemetery near Genoa, Italy, has the body of James Smithson reposed in peace since 1829. The fact that it was about to be disturbed because of the encroachment of a stone quarry on his mausoleum, has made it possible to remove his remains to a place where a more suitable monument, already named from him, has existed for more than a half century. The body has been exhumed and will probably be placed in the Smithsonian Institution grounds at Washington.

Dr. Alexander Graham Bell, the inventor of the telephone, was the man intrusted by the regents of the Smithsonian Institution to the bringing of the remains to the United States.

The Government desiring to show honor to the man who, although in life had never placed foot on American soil had perfect hope in the future of this country, commissioned the U. S. Yacht *Dolphin* to meet the remains, which arrived at New York on the steamer *Princess Irene*, and convey the casket to Washington. A military escort met the *Dolphin* at the navy yard, and the casket, placed on a caisson, was escorted to Oak Hill Cemetery, where a temporary interment was made, until Congress definitely



THE SMITHSONIAN INSTITUTION, WASHINGTON, D. C.

one of her sons by a former marriage. None of it was from his father's family.

"Smithson had strong faith in the endurance and future greatness of the United States. Desiring to do some great act that would be of lasting benefit to the rising nation, he made a will in 1826 bequeathing his estate, amounting to about \$515,000, to the American government in the event that his nephew should die childless. The money he directed to be used in founding in the capital city of the republic an institution bearing his name, for 'the increase and diffusion of knowledge among men.' He died in Genoa in 1829, and his nephew, who had no heirs, survived until 1835. The estate was held in chancery two years, but the decision was favorable to the United States.

"The first installment of the legacy, more than 100,000 English sovereigns, was delivered to the Philadelphia mint in 1838, and coined into American money. Only the interest was to be used for the institution, the principal to remain untouched. For eight years the legacy lay in the national treasury before congressional action was taken, and it was not until May 1, 1847, in the presence of President Polk and his cabinet, that the corner stone was laid. The building was one of the most imposing edifices in the United States. Its architecture of the Norman or Romanesque style; the material used in its construction lilac-gray freestone, mined twenty-three miles up the Potomac from Washington.

"A fire partly destroyed the edifice in 1865, but scientific operations were not seriously impeded, and it was gradually restored and made fireproof. A residuary legacy of \$26,000 was received in 1860, and seven years later Congress authorized the increase of the fund to \$1,000,000 and \$108,600, resulting from savings of income and accretion from investments, made the total about \$700,000. Donations and bequests in the last thirty years have raised the sum to near \$1,000,000, and Congress has empowered the regents to receive and administer other funds beyond this limit.

"The nominal corporation in charge of the institution is composed by law of the President and Vice-President of the nation, the Chief Justice and the members of the cabinet. The active trustees, however, are known as the regents, and this board includes the Vice-President, the Chief Justice, three members of the Senate, three of the House of Representatives, and six private citizens, of whom at least two must reside in Washington. It has not always been possible to enlist in this service scientists of such distinction as Louis Agassiz, Alexander Dallas Bache and Asa Gray; such scholars as George Bancroft and Theodore Dwight Woolsey; such statesmen as John Sherman, Rufus Choate and Stephen A. Douglas, but the roll of regents contains names which are themselves a guarantee and an explanation of the institution's success.

"By law the Smithsonian is the depository of the national museum, which is a

collection of 'all objects of art and of foreign and curious research, and all objects of natural history, plants and geological and mineralogical specimens belonging to the United States.' It is particularly rich in objects illustrative of ethnology, ornithology and ichthyology. Few specimens are purchased, additions being made through gift or by exchange.

"In its early history the institution established a system for the interchange of American and foreign scientific thought, until now there is no civilized people, however remote, where the Smithsonian is not represented. The library of the institution, consisting of 110,000 volumes, was transferred several years ago to the library of Congress, and now forms the national science library.

"In the first decade of the Smithsonian's existence various expeditions under government auspices were sent out to survey the Mexican boundary and possible routes for the Pacific railroads. Naturalists accompanied these parties and their reports enriched science. In connection with a survey of Alaska and eastern Siberia for a projected international telegraph line that was never constructed, Robert Kennicott and William H. Dallas made an elaborate study of the natural history of those countries. Very early in the '50s Thaddeus Culbertson found remains of extinct species of animals in that wonderful deposit at the headwaters of the Missouri, and thus paved the way for the historic paleontological discoveries of Leidy, Marsh, Cope, Osborn and Scott.

"Then there were the famous explorations of Indian mounds and monuments in

the Mississippi Valley and Wisconsin by Squier, Davis and Lapham, and two or three arctic expeditions went out from this country in the first twenty years of the institution's history. From all these and from kindred sources there poured into Washington an immense quantity of minerals, fossils, specimens of existing, but then newly discovered, types of plant, insect, snake, fish, bird or mammal, prehistoric human remains and other valuable material. The astro-physical observatory, established in 1891, has made important discoveries regarding the stars, moon and sun, and the effect of these bodies upon the earth and its inhabitants.

"The chief executive power is lodged by the regents in the secretary. The first, Joseph Henry, won world-wide fame by his researches into electricity. Among his other accomplishments he multiplied the power of the electric needle a hundred times, and thus gave Morse the instrument he needed for his telegraph. Spencer F. Baird, who succeeded Henry, and Samuel P. Langley, who became Baird's successor, are names known throughout the scientific world.

"A great deal of encouragement was given during the first twenty years of the institution's existence to botanical research, and from 15,000 to 20,000 sets of plants were acquired in this period by gift or purchase from various parts of the world. Professors Torrey and Gray assisted in the classification of this material. But in 1868 the herbarium was transferred to the Agricultural Department, and since that time there has been a partnership management of the collection."





FACADE OF EDUCATION PALACE FROM GRAND BASIN, ST. LOUIS WORLD'S FAIR

EDUCATION AT THE WORLD'S FAIR.

THE LOUISIANA PURCHASE EXPOSITION.

BY H. F. BALDWIN.

THE wisdom of all ages is none too great for the world's work." This salient sentence was the key-note of President McKinley's famous address, delivered at Buffalo, in September, 1901. Commissioner-General Picard, of the Paris Exposition, advanced the theory that "education is the source of all progress," and following the precedent established by the French in 1900, the St. Louis Exposition has gone a step farther and made education the key-note of the entire Exposition.

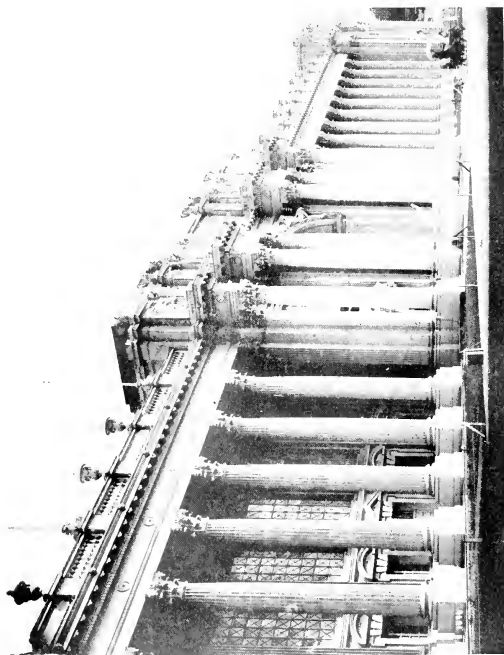
The twentieth century will witness a sharp struggle between nations for commercial supremacy, and the nation who wins will be the one who has trained her citizens to the highest degree of efficiency. The influence which education will exert on scientific and commercial problems is recognized and its importance appreciated by all nations, and the value of this exhibit, where are brought together for intelligent comparison, not only the educational methods of the different sections of our own country, but of foreign lands as well, is incalculable.

Concerning the value of such an exhibit, we quote the following from an article by

Mr. Howard J. Rogers, Chief of the Department of Education of the Exposition:

"The Crystal Palace Exhibition in London, in 1851, which led to the establishment of the School for Industrial Art at the South Kensington Museum; the educational exhibit at the Philadelphia Centennial of 1876, which led to the introduction of manual training in the public schools of this country, the introduction of shop work as a part of the curriculum in technical schools, and the beginning of the training which has rendered possible the rapid advance of this country in arts and crafts; the reorganization of primary education in France as a result of the educational exhibit at the Paris Exposition of 1878; the rapid growth of manual training and industrial art instruction as a result of the impetus given by the Chicago Exposition of 1893; the action of the French Government in arranging to send students annually to this country for the study and investigation of our industrial and commercial methods as a result of the United States educational exhibit at the Paris Exposition of 1900."

St. Louis is the first Exposition to assign a separate building to education. The Palace of Education covers an area 525 by 750 feet, or a fraction over nine acres. It is located in the very center of the Exposition activities, facing upon the great central



EAST FRONT, EDUCATION BUILDING

picture of the Festival Hall and Cascades, bordering upon the Grand Basin; is designed in modern classic style, and in the opinion of experts is one of the most beautiful of the Exposition buildings. Its cost is \$350,000, and is designed and built by St. Louis architects, who consider it a masterpiece of their art. There are available for educational exhibits 156,670 square feet of space, 43 per cent of which is devoted to foreign exhibits.

England, France, Germany, Russia, Sweden, Belgium, Austria, Italy, Japan, China, Ceylon, Mexico, Cuba, Brazil, Argentina and Chile have applied for space and are preparing exhibits for the Palace of Education, which will doubtless be of great interest.

In regard to domestic participation, the following classification has been adopted:

- Elementary Education.
- Secondary Education.
- Higher Education.
- Special Education in Fine Arts.
- Special Education in Agriculture.
- Special Education in Commerce and Industry.
- Education of Defectives.
- Special Forms of Education.

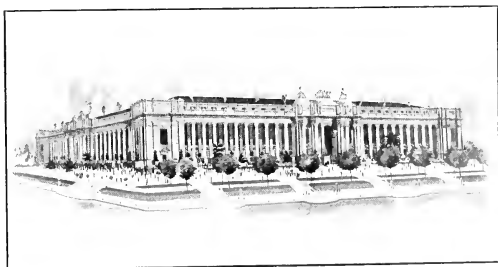
One of the most interesting and important exhibits in education is to be found in Group 5—that of the Agricultural and Mechanical Colleges and Experiment Stations of the United States, which is being prepared by the Government under a special appropriation of \$100,000 made by Congress for this purpose, demonstrating their methods of

instruction and the advantages accruing therefrom.

Harvard, Columbia, Yale, Cornell, Johns Hopkins, Virginia, Chicago, Illinois, Michigan, Wisconsin, Missouri, Washington and St. Louis universities will be represented in the university section, while the work of the Polytechnic schools will be represented by the Massachusetts Institute of Technology, Troy Polytechnic Institute, Purdue University, Pratt Institute, Worcester Polytechnic Institute and others. In the Department of Higher Education of Women, Vassar, Wellesley, Bryn Mawr, Smith and Mount Holyoke will be represented.

A special feature will be the exhibits of leading art schools of the country, and a new feature will be an illustration of the improved methods of teaching the deaf, dumb and blind. Another feature will be a lecture hall with a seating capacity for 250 people, fitted out for stereopticon and lantern lectures.

The National Educational Association will hold their annual convention at St. Louis this summer, and the value of this exhibit to teachers and instructors from all parts of the country cannot be calculated. The Palace of Education will be the veritable Mecca towards which their feet will turn, and the knowledge gained there will be widely disseminated. In the language of the Kaiser of Germany, when the general plan of the Exposition was laid before him, it will be a "World's University."



EDUCATION BUILDING

THE RELATIONSHIP OF THE BALTIMORE & OHIO RAILROAD TO ST. LOUIS.

EDUCATIONAL events of the magnitude of a World's Fair create a desire for knowledge, hence the minds of the people are prepared in advance and placed in a receptive mood, to learn by contact, where heretofore the ways of the world became known to them only through the press.

The distant traveler begins this self tutoring by selecting first the ways and means of travel, in studying the route and the personal comforts afforded.

Most apropos of a World's Fair at St. Louis therefore, is the exhibit offered by the Baltimore & Ohio Railroad as a means of reaching so important a destination.

The Baltimore & Ohio Railroad, the first railroad in America, was also the first railroad opened from the seaboard to the Mississippi River. St. Louis, the trading center and distributing point of the West, was the coveted terminal. When the through line was completed a grand celebration was held in honor of the event, in which the nation's foremost men took part, and the route became known as the "Nation's Highway."

Geographically, the latitude of St. Louis is 38 degrees; the latitude of Washington is 39 degrees. The line of the Baltimore & Ohio Railroad is almost direct east and west between these two cities. New York lies northeast of Washington at 41 degrees latitude, and the Baltimore & Ohio forms a direct line, connecting America's greatest city with the national capital, through Philadelphia and Baltimore.

Solid vestibuled trains are run daily from New York, Philadelphia, Baltimore and Washington, through Harper's Ferry, Cum-

berland, Grafton, Clarksburg, Parkersburg and Cincinnati to St. Louis.

From Pittsburg through Wheeling, Cambridge, Zanesville, Newark and Columbus, solid vestibuled trains connect with the main line at Cincinnati, forming another avenue of directness to the metropolis on the Mississippi River.

The entire Baltimore & Ohio system has been rebuilt within the last five years and supplied with equipment of the highest class of modern construction. Within the past year this equipment has been augmented with new coaches, sleeping cars, dining and parlor cars. The highest class of American locomotives have been added to complete the service.

For the World's Fair travel additional trains will be placed in service, which will be models in themselves. The coaches and sleeping cars have all modern appliances for safety and comfort, and the dining cars are as beautiful and complete as modern ingenuity can devise. The service on the dining cars is operated by the Baltimore & Ohio Railroad, and is equal to that of the best hostelries in the country.

The scenic and historic features of the Baltimore & Ohio are well known. The territory across the Allegheny Mountains, from Harper's Ferry to Grafton, a distance of 200 miles, is full of continuous interest to the observant traveler. The names of the places are familiar through their connection with public events for 200 years, including the French and Indian and Revolutionary Wars, the War of 1812 and the Civil War.

All trains east and west pass through Washington, and a ten-day stop-over is allowed on all first-class tickets.

THE VALOROUS MURPHY GOAT.

BY HENRY EDWARD WARNER.

DID I ever tell yez about me goat, Flannery, and th' time he bucked th' Cheyenne Special?"

Flannery looked up quizzically and solemnly passed Murphy, the section boss, a match.

"No, 'tis not th' bad dhramas I do be havin'," said Murphy, "I do be tellin' it sthraight, an' be th' same token 'tis a rare bit iv rug I hove in me shack that is all thot's morthal iv th' same individdle iv th' genus capr-r-ra referred to in th' above, Flannery. 'Twas on Febboary th' fourth, whin th' gang was shantyin' on th' ould Meeker thrail, workin' roadbeds in th' White River distrikt f'r th' Colorado & Southern. Th' mascot iv th' camp was jist befoor that time a rare broth iv a dorg, Flannery, wid white spots all over him exceptin' phwere he was black, an' th' divil iv a tail f'r waggin' whin th' soup was on. McCaffery, he was th' cook, mony an' mony a time passed hot mate out iv th' caldthron f'r th' purp, pace be t' his ashes. It happened this way:

"Th' dorg was doin' th' custhomy act iv inspectin' commissary phwen th' goat came on th' grane wid th' top section iv McCaffery's pants hangin' forinist his whiskers, th' boozum havin' presaided th' waistband inty th' sacred confines iv innocuous des-we-tude, Flannery, an' th' whole havin' been sthole wid malice forethought an' th' wurrust kind iv criminal intint fr'm th' camp clothes line. No sooner does th' dorg witness th' desecration iv th' cook's wardrobe thin he makes f'r th' goat like a Kansas cyclone chasin' a far-rm mortgage, an' in wan mimit th' two is at it tooth an' toe-nail—or t' be more precise, Flannery, howl an' whiskers. Hearin' th' racket behind th' tints, phwat does th' whole crowd do but lave mess an' descind t' aid an' abet th' onequal contest. They was nawthin' to it but th' finish, an' whin th' dust iv battle had settled it was th' unanimous vote iv th' gang t' adopt th' goat as mascot iv th' camp. An' sure th' goat was that sad he cried like a babby at th' funeral iv his late adversary, whin th' same was got up by Mike Rafferty, th' whiskered ganius iv Kildare that sthudded f'r th' praisthood an' was sidetracked be th' cajolin' grin iv a Tipperary lass wid a

far-rm in her own right—but thot's another sthory."

Murphy reached for the can and sipped silently. Then he cleared his throat and continued:

"Flannery, it wasn't two days ontill th' whole camp fell in love wid th' goat. We christened him Mack, in honor iv th' owner iv th' pants, an' he tuk t' th' name like a Georgia naygur takes t' a chicken. Phwen-ever any man in th' camp would sthand on th' little hill back iv th' tints an' call him be th' name he had earned be th' valor iv his appethite, he'd lave th' choicest morsels on the dump, desert th' finest tin can in th' place, an' come runnin' like a house afire. An' phwen he was eatin' around th' board table in th' mess tent he'd sthand wid niver a bat iv th' eye an' wait untill his turn come, he was thot patient.

"Wan mornin' we got a hurry up call fr'm th' thrack-walker on th' upper division. They had been a rain th' night befoor that washed down half iv the fresh wurruk, an' in th' same rain it appears thot a washout up above had loosened th' foundation wurruk in a new trestle. They was no thrain due untill 9 o'clock, an' we tuk our time gettin' out on th' repairs. We hustled up there thin, whin we did sthart, on a little handcar manned be a cr-r-rew iv eight, an' I see th' goat now, sthandin' be th' thrack an' blatin' great gobs iv grief, he was thot cut up at bein' lift behind. Whin we arrived at th' trestle we found th' damage greater thin we thought, an' it was a good hour befoor th' bed was safe agin f'r th' Cheyenne Express t' come through. We hod jist enough time t' pump back fast t' th' main wurruks, an' wid all aboard we wint kitin' down th' thrack—'twas nearly all down hill, Flannery, an' aisy goin'. I don't know how it iver happened, Flannery, but either th' boss's watch was wrong or th' express was runnin' ahead iv time. At any rate, jist as we rounded th' last curve phwat should we see comin' lickity-split up th' thrack but th' Cheyenne Express, makin' forthy miles an hour under full stheam an' poundin' th' rails like a herd iv illiphants on a sthampade!

"It was only a few hundred yards t' th'

switch be th' camp, but we knew we could niver make it. Th' express was jist on th' other side iv the switch. We was goin' down th' hill at lightning spade, th' fresh cinders fr'm th' roadbed flyin' out behind us.

"'Good God!' hollers Casey, 'th' saints presave us, an' jump f'r your lives!'

"Flannery, may th' north sthar an' all your vain idols iv ignorance an' superstition kape you fr'm witnessin' such a sight as I witnessed thin. Paralyzed wid fear, two iv th' men, new recruits fr'm Denver, couldn't move fr'm th' car. Everybody was off but thim an' me, an' I was throwin' sand an' choekin' down th' handbrake like th' devil was in it, an' thim two fellies there lookin' sthaight ahead an' no chance iv escape.

"'Jump, ye fools!' I yelled, but they only looked at me th' harder an' froze stiff.

"'Thin bad cess t' you!' I says, takin' my last look at th' express, thin jist opposite th' camp, 'I'm f'r jumpin', an' th' devil take th' hindmost!'

"Wid that I calculated me distance, limbered up me body t' avoid breakin' me bones, an' jumped. I hit in seventeen thousand diffrunt places, Flannery, an' all iv thim as hard as the rock iv Gibralthar. As quick as I c'd get t' me fate I whirled around an' looked down toward th' camp.

At thot moment, a streak iv gray jumped fr'm th' cook's tint, an' may th' nixt tin thousand dollars I get stricke me dead if it wasn't Mack, th' goat. I c'd hear him blatin' out somethin' thot sounded like goat profanity, an' th' nixt minnit he was sthandin' on the thrack wid his head down, waiting f'r th' express, whilst jist behind him came th' handcar wid thim two seared duffers on it, gainin' spade ivery jump.

"Don't ask me how it all happened thin, Flannery! They was one great blate iv defiance phwin th' goat made a rush f'r th' express. Thin a ball iv gray wint whirlin' through th' air an' fell down be th' side iv McCaffery, dead as a doornail, an' befor we c'd get our breath th' express was gone in th' distance, an' Mack, th' goat, was paisful as he is now be th' side iv my parlor grate."

There was a short silence, when Flannery plucked up his voice and asked:

"An' phwat became iv th' min on th' handcar, Murphy?"

Murphy took a pull at his pipe.

"'Wan iv thim jumped jist in time,'" he said, "'jist befor th' handcar was scaththered over six counthies."

"And th' ither wan—what iv him?"

"He was promoted, Flannery. They gathered him up wid a shovel an' th' coal hod."



A Page of Gillilan.

How She's Changed.

You thought the girl bewitching, when
You met her, long ago;
You thought her voice was music, with
Its cadence soft and low.
But that was in your callow days
When glamour veiled your eyes,
And when the thrill within your breast
Told countless sweet half-lies.

You thought the perfume from her
gown
An incense from above;
You saw in every glance and smile
The very soul of love.
But that was in your courtship days
When life was only dreaming;
The waking came—you now can tell
The real from the seeming.

Her velvet hand's least touch would set
Your very nerves a-tingle,
While heaven's music in her speech
Seemed always to commingle.
But that—ah! that was years ago,
Illusions then were plenty,
For you were but a youth and she
Was just a girl of twenty.

Yes, things have changed since those old
days
When she and you were lovers,
Though still about her blessed head
Love's golden halo hovers.
Ay, all has changed; though wisdom came
To make you both discreeter,
Each day that blessed wife of yours
Grows infinitely sweeter.

The Retort Scathing.

CONDUCTOR.—Ticket, please.

ALKALI IKK.—(Shoving the ticket rudely into the conductor's face.) There it is. Take it an' punch it—I out of it.

CONDUCTOR.—I would, sir, but the rules of the road forbid my punching out the name of the passenger's destination.

Old Nursery Rhyme Revised.

There was a man in our town
Who thought himself quite wise;
He raised the day coach window and
Got cinders in his eyes,
And when he saw his eyes were out
So he could scarcely see,
He hired a lawyer and brought suit
Against the compance.

Daily Guide to Flattery.

When you see that the baby can't possibly be over six months old, pretend you think it a year and a half. That'll fetch 'em.

When you are sure the hostess made the salad herself, eat two helpings of it if you have to hurry home to the stomach pump.

When you know the man can't be a day less than sixty-three, casually mention what a shame it is that you and he couldn't have lived through the stirring times of the civil war. He'll make a total surrender, then.

When you haven't seen a certain boy for six months, pretend, on meeting him, that he had grown out of your knowledge. He'll be your friend for life.

Never offer to help a sixty-year-old man off

of a street car unless he asks you, or you'll make a life-long enemy.

When you see a woman who thinks she is a beauty, ask her if all the rest of her family are beautiful also. She will invite you to dinner.

When asked if you like babies, say "Not the usual baby, but"—then reach your arms lovingly for their little tot. Those folks will lend you money.

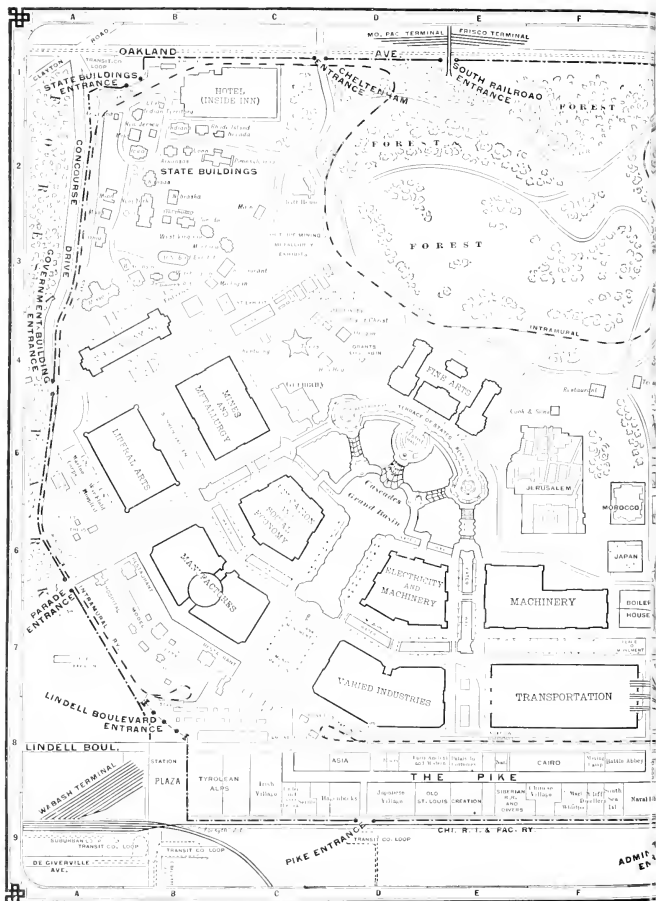
When you see a man coming toward you that you had tetotally forgotten had ever lived, rack your brain for some little incident to recall, so that he will think he has been in your mind constantly. And see how proud he is of you.

Epigrammatic Brevity.

Hypocrisy is moral versatility.

—Strickland W. Gillilan.

[EDITOR'S NOTE.—Mr. Gillilan is Vice President of the American Press Humorists, a platform humorist and produces "Poems" and jokes for the Baltimore American at the rate of fifty or sixty per week.]

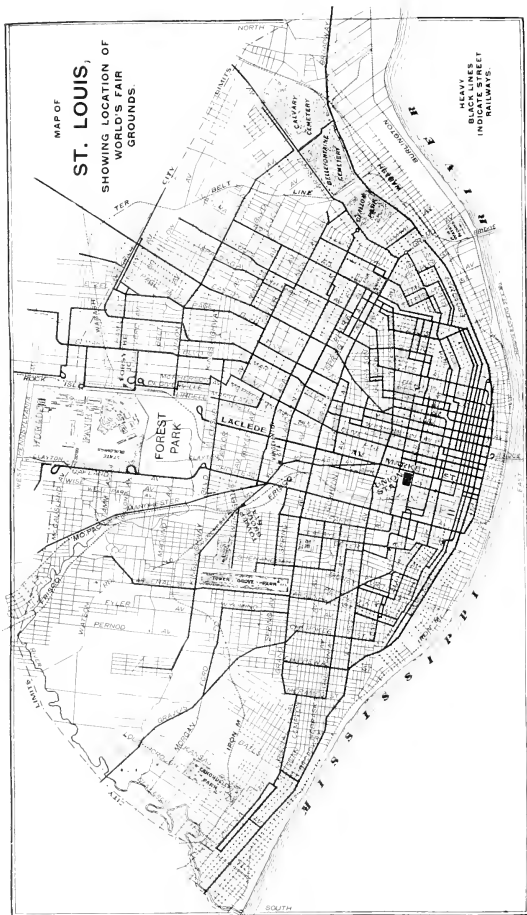


MAP OF

ST. LOUIS,

SHOWING LOCATION OF
WORLD'S FAIR
GROUNDS.

HEAVY
BLACK LINES
INDICATE STREET
RAILWAYS.



MAGNIFICENT ARCHITECTURE.

THE BUILDINGS OF THE ST. LOUIS WORLD'S FAIR.

BY A. C. CANTLEY IN BALTIMORE ARCHITECTS AND BUILDERS' JOURNAL.

WHEN the gates of the Louisiana Purchase Exposition swing open on April 30, 1904, an achievement which reaches the highest climax in the display of art and industry will mark an epoch in the history of civilization.

In immensity this Exposition far excels all others ever dreamed of during any nation's progress. This World's Fair of 1904 occupies 1,240 acres situated on the beautiful undulating ground of the far-famed Forest Park. A few comparative figures reveal this wonderful immensity at a glance. The World's Columbian Exposition at Chicago covered 633 acres; the Exposition of 1900 at Paris 336 acres; the Pan-American at Buffalo 300 acres; the Centennial at Philadelphia 236 acres, and the Trans-Mississippi at Omaha 150 acres. So it is seen that the World's Fair of 1904 at St. Louis embraces within its boundaries an acreage equaling three-fourths the aggregate of all these named, and is equal in size to the Columbian Exposition, the Paris Exposition of 1900 and the Pan-American combined.

Pursuing these comparative figures further, it is seen that the roofing of the main exhibit buildings at St. Louis covers 128 acres while Chicago had but eighty-two acres, Buffalo fifteen and Omaha nine. Any one of the four single buildings at St. Louis embraces more exhibit space than was found in the entire Pan-American Exposition. Then, too, the Louisiana Purchase Exposition introduces an elaborate feature which was practically slighted in all other expositions, and that is the large space devoted to outdoor exhibits. These open-air displays cover more than 100 acres at St. Louis and many of them challenge the indoor exhibits for popularity and attractiveness.

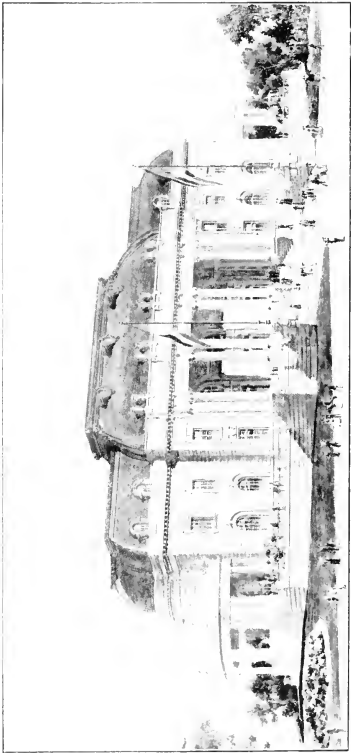
However, while the scope of the World's Fair of 1904 comprehends the art and industry of the entire world of to-day, yet it is not an exposition of "dead" products alone, but pre-eminently one of life and motion. Beside the finished products the hum of whirling machinery is heard, as skilled workmen from the four quarters of the globe are busy showing how these

products are made. The World's Fair of 1904 stands uniquely alone in this phase of activity.

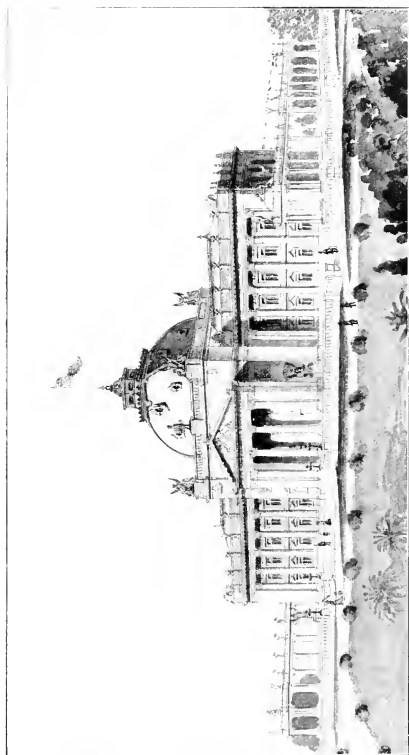
The first impression of any exposition is produced by the architectural outline of the buildings. And in this feature the Louisiana Purchase Exposition has never been excelled. The main group of exposition palaces, twelve in number, lies in the north-western portion of the grounds. These buildings are arranged in a way to take the best possible advantage of Nature's gifts and make the rolling hills harmonize completely with the architectural plan of the Exposition. Other writers have aptly described this plan as one suggesting the lines of a fan. From a central point on the summit of dominating hills stands Festival Hall, midway in the semi-circular Colonnade of the States, which stretches away 750 feet on each side. Sixty feet below, eight of the magnificent palaces are situated along radiating avenues that correspond to the ribs of the fan-like formation. Three cascades rush down the terraced hillsides and are lost in the Grand Basin below. Lagoons wind among lawns and flower-gardens across this fan-like formation, and ornamental bridges adorn the broad avenues of travel.

The Colonnade of the States is fifty-two feet high and over a quarter of a mile in length, bearing sculptural images symbolical of the twelve States and Territories formed from the Louisiana Purchase. At the ends of the Colonnade are circular restaurant pavilions, 130 feet in diameter and 140 feet high, each surmounted by a dome. The Festival Hall in the center, 200 feet high and covering two acres, is surmounted by an impressive dome overlooking the scenes of activity in the entire Exposition.

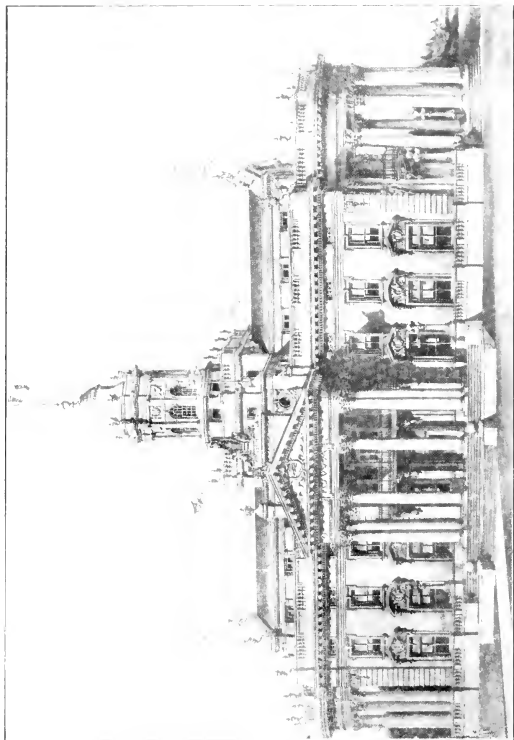
On one of the radiating avenues below the hill where stands Festival Hall is situated the Palace of Education and Social Economy. It is on the east side of the main lagoon, facing the Grand Basin. This building is of the Corinthian style of architecture. Its ground plan is in the form of a keystone. The two equal sides are 525 feet long, the south front 460 feet and the



OHIO STATE BUILDING



PENNSYLVANIA STATE BUILDING



IOWA STATE BUILDING

north front 758 feet. The principal entrances are upon the axes of the building, and resemble triumphal arches. At each angle of the building is a pavilion forming a supplementary entrance, and these are connected by a monumental colonnade. The four elevations are similar in character, and a liberal use of monumental and historical sculpture lends a festal character to the otherwise somewhat severely classical exterior.

The Palace of Electricity, also facing the Grand Basin, excels in the majesty of its proportions and the beauty of its architectural details. It is entirely surrounded by lagoons crossed by ornamental bridges. It has a frontage of 758 feet toward the north and 525 feet toward the east, and is also in the shape of a keystone, the design being a bold culminated treatment of the Corinthian order. The facades are well accentuated by eleven pediments, with groups of columns and tower effects, affording opportunity for the ample sculptural decoration. The fenestration is bold and appropriate, giving ample light, and on top of two sides of the building the loggias add pleasing effects of light and shadow. This palace covers eight acres and cost \$399,940.

The Palace of Manufactures is of the Corinthian order of architecture and faces the entrance to the main boulevard. It has a frontage to the north of 1200 feet, with a depth of 525 feet, and covers fourteen acres and cost \$720,000. The four main entrances at the centers of the main facade are elaborately ornamented with sculptural groups, etc.

The Varied Industries Palace is a magnificent structure on the outer perimeter of the picture representing the main plan of the fair. The visitor is awe-struck at the magnificence of this building when he passes through the main entrance gate of the Exposition. It presents a facade of 1,200 feet on the north and 525 feet on the east, giving nearly fourteen acres of exhibition space all on the ground floor. It is a culminated design embodying a free treatment of the Ionic order. Aside from the numerous entrances on the facades there is a specially-featured entrance at the center of the south front. This entrance is thrown back and magnificent colonnades formed on either side.

One of the most imposing and artistic structures ever erected is the Palace of Liberal Arts. It cost \$500,000. It is 750 feet

long, 525 feet wide and covers nine acres. While the style of architecture is a severe treatment of the French Renaissance for the exterior facade, it will adhere very closely to classic lines in many respects. The long facade especially will show a magnificent entrance, almost pure Corinthian. It has been the endeavor of the architects to depend largely on sculpture in the decoration of the building, refraining from the over-use of stereotyped architectural ornamentation. The long main facade is made interesting by the use of a center pavilion and of two end pavilions. The center pavilion is brought somewhat above the connecting buildings which unite it with the pavilions on either side. Each of the three pavilions on the fronts forms an elegant entrance to the building. On the main facade are three entrances and on the 525-foot facade are two entrances, one in each of the end pavilions. The main entrance is in the form of a hemicycle with circular colonnades. The ceiling of this hemicycle is frescoed on a background of old gold.

The Palace of Machinery is 1,000 by 525 feet in area and covers ten acres. It cost about \$600,000. The architectural style is the fully-developed Italian Renaissance. The main order is the Corinthian with columns accordingly, plainly treated in the shafts. This building is a model of grace and beauty and has a prominent place on the western arm of the main transverse avenue of the Exposition. The north facade of this palace stretches east and west 1,000 feet and has a magnificent center pavilion flanked by two great towers, the topmost pinnacle of which reaches skyward 265 feet. The southern facade is accentuated by four ornate turrets. The east facade has a tall massive center pavilion 300 feet long, flanked by two short curtains of lower elevation conforming to those on the north facade and terminating in the ornate corner towers. The western facade, 300 feet long, has two corner pavilions surmounted with high and graceful towers. Two massive piers rise from the foundation to the cornice top, losing their massive appearance there and terminating in pointed turrets bearing long and slender flagstaffs. These massive piers and the corner pavilions carry the three great archways, each forty-eight feet wide. The main entrance in the north facade presents an arcade of five bays, the massive piers of which are highly ornate.



TEXAS STATE BUILDING

Above the three central bays rises an attica feature accentuated by pairs of Corinthian columns, between which are three large panels. The Palace of Machinery presents on each side an entirely dissimilar design and contour, and this is owing to the architect's plan of departing from the rectangular shapes adopted in the other exhibit palaces in the main picture. Thus the building possesses a diversity of architectural features not accorded to any of the other great buildings.

The Palace of Transportation is 1,300 feet long by 525 feet wide, and covers over fifteen acres. It cost more than \$700,000. The facades show an admirable adaption of the French Renaissance style of architecture. On the east and west fronts are three enormous arches, taking up more than one-half the entire facade. Each arch is sixty-four feet wide and fifty-two feet high. The decoration is found principally in the impressive massing of large details, and the general treatment is extremely simple. The building reminds one of a great railway station, as through the massive archways run fourteen railroad tracks.

The Palace of Art surpasses the structures devoted to art exhibits at all previous expositions. This palace really comprises four massive buildings; the aggregate frontage of three of them is 836 feet, the two side pavilions having each a depth of 122 feet. Their cost is over \$1,000,000. The plan of the palace is in the shape of a capital "E," the open part facing the south. The central building, 340 feet long by 160 feet wide, is of stone and separated from the side pavilion, made of brick and staff, by avenues forty-four feet wide. The central building is a permanent structure. The Sculpture Pavilion, on the south, is 150 feet long by 100 feet wide, its plan being rectangular, with an exedra or semi-circular bay at the east and west ends. The interior of the quadrangle is laid out as a garden for flowers, shrubs, fountains and statuary. The Art Palace stands on Art Hill to the south of and above Festival Hall. The main facade of the structure fronts north toward the main picture of the fair. The group is designed in the graceful Ionic style, accentuated at the main entrance of the central building by a Corinthian order of majestic proportions. On the main facade the architect has avoided the use of windows, thus giving the structure the characteristic appearance of an art building.

To the center of the main building rises a pedimented construction to a height of forty feet.

The Palace of Agriculture is 1,600 feet long, 500 feet wide and covers twenty acres. It cost \$529,940. The fronts of the building are practically a successive series of windows, each seventy-five feet long and twenty-seven feet high, each window being placed fourteen feet from the floor, so as to allow the use of the wall space inside for exhibits. Triangular monitor windows supply skylight, while they cut off the direct sunlight, which would quickly spoil many exhibits which this building will contain. The grand nave, 106 feet wide, which runs through the entire 1,600-foot length of the building, rises to a height of sixty feet and supplies what is here regarded as the grandest vista of installation space of any building ever designed for exposition purposes. Some idea of the immensity of this building is obtained when it is known that the Madison Square Garden of New York covers only two acres and that the Palace of Agriculture is ten times as large, and that this palace also covers twenty times as much ground as the Hotel Waldorf-Astoria, forty times the space covered by the Planters' Hotel in St. Louis and is more than three times the size of the Coliseum of Rome.

The Palace of Horticulture is 800 feet long, the main central section being 400 feet square. The east wing of the building is a conservatory 204x235 feet in area and forty feet high, the west wing having the same proportions.

The exhibits of forestry, fish and game are in a building having a frontage of 300 feet north and south and 600 feet east and west. This building and those devoted to agriculture and horticulture are in line south of the Administration Building.

The Palace of Mines and Metallurgy is 750 feet long and 525 feet wide and covers about nine acres. It is sixty feet high to the cornice. It cost about \$500,000. This building is situated in the southwest portion of the grounds and is the largest structure provided thus far for mining exhibits at an exposition. The entrance shows Egyptian style, but the buildings in its entirety is an expression of the modern Renaissance. The building is divided into eight oblong parts, almost equal in area.

The building for the exhibits of the United States Government is the largest structure ever built by governmental

authority for any exposition. In size it is 800x250 feet, and \$450,000 was set aside for its construction. It occupies a commanding site in the extreme eastern part of the World's Fair grounds. Southeast of it lies the high plateau on which are situated various state buildings. The Government Building faces to the northwest, overlooking the main picture of the fair. On the terrace in front of the building a flight of steps 100 feet from side to side leads through a flower garden to the main entrance. The general style of the building is pseudo classic. The central pavilion, surrounded by a broad dome, is connected with pavilions on the ends with a colonnade of Ionic columns five feet in diameter and forty-five feet high. The central pavilion, with the colonnade on either side, forms a portico fifteen feet wide and 524 feet long, fifty feet above the level of the other buildings. An attic fifteen feet in height, embellished with statues, surmounts the colonnade of Ionic columns. The dome surmounting the central pavilion

is 100 feet in diameter and is designed after the Pantheon at Rome. The top, to the quadriga which surmounts it, is 175 feet above the ground. The Government Fisheries Pavilion is situated south of the Government Building and connected with it by a grand stairway. This pavilion, 135 feet square, is a reproduction, line for line, of a Roman dwelling-house of the Pompeian type.

The various magnificent palaces of the Louisiana Purchase Exposition are all part of a harmonious scheme worked out by the architects assembled together as a commission. The style adopted is described as "A Free Treatment of Renaissance."

A half-million dollars is being spent for the sculptural adornment of these buildings and the grounds, and the genius of the architect and the sculptor and the painter will be fused into one harmonious picture—the greatest exposition achievement of all time—to open the twentieth century.



NEW YORK STATE BUILDING



Stub Ends of Thought

By ARTHUR G. LEWIS.



KEEPING up appearances breaks more hearts than keeping down expenses heal.

If language is the garb of thought, what clowns some men appear in the full dress of their expression.

SLOPPY, careless business methods retard as much promotion as the opposite system creates.

THE boundaries of wit should be drawn within the comprehension of those against whom it is directed.

REAL repentance must consist more of intention than regret.

SMALL ability is often injured by small criticism, but real genius lifts itself in confidence above the ridicule of ignorance.

It is sometimes better to hear an existing misfortune than to anticipate one that may not come into our lives.

MODERATION in all things is a virtue in everything.

THOSE who measure the wit of others by their own, insult no intellect but the one that they do not possess.

EARLY marriages are sometimes inadvisable, for the reason that the son may be found sowing wild oats in the same field as his father.

MANY men are weak only for the want of space in which to display their ability.

SIMPLE ignorance is often preferable to surface knowledge.

THERE is only a short distance between direct carelessness and tacit dishonesty.

WE should never permit our own views to be crucified upon the cross of another's opinion.

FRIENDSHIP and respect is the sweetest consolation to the old age of love.

PREJUDICE, envy and ignorance hold in check much natural and undigested talent.

SUPERFICIAL readiness in conversation is not an indication of wit, but often only demonstrates the lack of it.

THOSE incapable or careless in the observance of instructions to themselves, are incompetent to issue orders to others.

MARRIAGES should be built upon a foundation of friendship and respect, upon which may be constructed with safety the temporal palace of non-platonic love.

MEN who can not measure their own temperatures should avoid posing as moral thermometers towards the temperament of others.

WITHIN THE CIRCLE.

BY ARTHUR G. LEWIS.

Within the circle of a deathless love
Lives pure and sacred, everlasting faith,
That like a heaven-kissed blessing from above,
Bids us hope patiently and wait.

For things that mar our present peace with pain
Often to-morrow prove the better way,
And like a gleam of sunshine through the rain
Breathe a benediction at the shrine of yesterday.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EASTWARD	No. 504 DAILY	No. 520 EXCEPT SUNDAY	No. 522 SUNDAY	No. 528 EX. SUN 8 HOUR	No. 503 DAILY	No. 524 "ROYAL LIMITED" DAILY 8 HOUR	No. 136 EXCEPT SUNDAY	No. 506 DAILY	No. 510 DAILY	No. 546 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	AM
Lv. WASHINGTON	7:00	8:30	9:00	10:00	1:00	3:00	4:00	6:00	8:00	11:30	3:00
Lv. BALTIMORE, CAMDEN STATION	7:45	9:15	9:45	10:45	1:45	3:45	4:45	6:45	8:45	12:30	3:45
Lv. BALTIMORE, MT. ROYAL STATION	8:00	9:24	9:57	10:54	1:55	3:53	5:00	6:05	9:05	12:44	3:55
Ar. PHILADELPHIA	10:15	11:27	12:11	12:53	4:05	5:51	7:20	8:19	11:40	3:10	6:00
Ar. NEW YORK, LIBERTY STREET	12:35	1:40	2:30	3:00	6:30	8:00	10:40	3:20	6:52	8:32	
Ar. NEW YORK, SOUTH FERRY	12:40	1:45	2:35	3:05	6:35	8:05	10:50				8:35
	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

WESTWARD	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 527 DAILY 8 HOUR	No. 507 DAILY	No. 135 EXCEPT SUNDAY	No. 509 "ROYAL LIMITED" DAILY 8 HOUR	No. 525 DAILY	No. 503 DAILY	No. 515 DAILY
	NIGHT	AM	AM	AM	PM	PM	PM	PM	PM	NIGHT
Lv. NEW YORK, SOUTH FERRY	12:10	8:25	10:25	11:25	12:55	-----	3:35	4:55	6:55	12:10
Lv. NEW YORK, LIBERTY STREET	12:15	8:30	10:30	11:45	1:00	-----	3:40	6:00	7:00	12:15
Lv. PHILADELPHIA	7:40	10:49	12:48	1:52	3:08	4:20	6:48	7:26	9:33	3:36
Ar. BALTIMORE, MT. ROYAL STATION	9:48	12:56	2:55	3:51	5:06	6:45	7:46	9:46	11:46	6:00
Ar. BALTIMORE, CAMDEN STATION	9:52	1:00	3:00	3:55	5:10	6:50	7:50	9:50	11:50	6:05
Ar. WASHINGTON	10:47	1:50	4:00	4:45	6:10	7:55	8:40	10:50	12:50	7:25
	AM	PM	PM	PM	PM	PM	PM	PM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 8 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 47 EXPRESS DAILY
Lv. NEW YORK, SOUTH FERRY	10:25 AM	12:55 PM	1:35 PM	6:55 PM	12:10 NT	12:10 NT	6:55 PM	-----
Lv. NEW YORK, LIBERTY STREET	10:30 AM	1:00 PM	1:40 PM	7:00 PM	12:15 NT	12:15 NT	7:00 PM	-----
Lv. PHILADELPHIA	12:48 PM	3:08 PM	4:20 PM	9:33 PM	7:40 AM	7:40 AM	9:33 PM	-----
Lv. BALTIMORE, MT. ROYAL STATION	2:55 PM	6:05 PM	-----	11:45 PM	9:48 AM	-----	11:45 PM	-----
Lv. BALTIMORE, CAMDEN STATION	3:00 PM	6:20 PM	7:30 PM	12:00 NT	10:00 PM	9:00 AM	12:00 NT	-----
Lv. WASHINGTON	4:15 PM	6:20 PM	8:45 PM	1:10 AM	11:00 AM	10:05 AM	1:00 AM	-----
Ar. DEER PARK HOTEL	-----	-----	-----	-----	-----	-----	-----	-----
Ar. PITTSBURG	-----	-----	7:00 AM	-----	7:45 PM	-----	9:15 AM	Lv. 3:05 PM
Ar. CLEVELAND	-----	-----	12:35 PM	-----	-----	-----	-----	9:40 PM
Ar. WHEELING (EASTERN TIME)	-----	6:40 AM	-----	-----	-----	-----	-----	Lv. 3:30 PM
Ar. COLUMBUS	-----	9:50 AM	-----	-----	-----	-----	-----	9:25 PM
Ar. CHICAGO	-----	7:00 PM	-----	-----	9:00 AM	2:35 AM	-----	6:50 AM
Ar. CINCINNATI	8:05 AM	-----	-----	5:35 PM	-----	-----	-----	-----
Ar. INDIANAPOLIS	11:45 AM	-----	-----	10:35 PM	-----	-----	-----	-----
Ar. LOUISVILLE	11:52 AM	-----	-----	9:30 PM	-----	-----	-----	-----
Ar. ST. LOUIS	6:25 PM	-----	-----	7:28 AM	-----	-----	-----	-----
Ar. CHATTANOOGA	6:00 PM	-----	-----	6:25 AM	-----	-----	-----	-----
Ar. MEMPHIS	11:00 PM	-----	-----	8:30 AM	-----	-----	-----	-----
Ar. NEW ORLEANS	10:00 AM	-----	-----	8:00 PM	-----	-----	-----	-----

A Train No. 5 makes connection at Cumberland.

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EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 46 EXPRESS DAILY	No. 14 & 46 EXPRESS DAILY
Lv. CHICAGO	-----	-----	3:30 PM	10:40 AM	-----	-----	8:00 PM	7:00 PM
Lv. COLUMBUS	-----	-----	-----	7:20 PM	-----	-----	-----	-----
Lv. WHEELING (EASTERN TIME)	-----	5:00 PM	-----	12:35 AM	-----	-----	-----	10:50 AM
Lv. CLEVELAND	-----	-----	10:15 PM	8:00 AM	1:00 PM	-----	-----	-----
Lv. PITTSBURG	-----	-----	-----	-----	9:00 PM	6:30 PM	1:00 PM	-----
Lv. ST. LOUIS	* 9:30 AM	2:05 AM	-----	-----	-----	9:08 PM	-----	-----
Lv. LOUISVILLE	* 2:10 PM	8:10 AM	-----	-----	-----	2:30 AM	-----	-----
Lv. INDIANAPOLIS	* 2:45 PM	8:05 AM	-----	-----	-----	-----	-----	-----
Lv. CINCINNATI	* 6:35 PM	12:15 PM	-----	-----	-----	8:00 AM	-----	-----
Lv. NEW ORLEANS	-----	7:05 PM	-----	-----	-----	9:15 AM	-----	-----
Lv. MEMPHIS	-----	6:50 AM	-----	-----	-----	8:40 PM	-----	-----
Lv. CHATTANOOGA	-----	10:40 PM	-----	-----	-----	-----	-----	-----
Lv. DEER PARK HOTEL	-----	-----	-----	-----	-----	-----	-----	-----
Lv. WASHINGTON	12:40 PM	6:41 AM	4:42 PM	12:30 PM	6:30 AM	2:46 AM	11:05 PM	11:05 PM
Ar. BALTIMORE, CAMDEN STATION	1:47 PM	7:50 AM	5:50 PM	1:47 PM	7:50 AM	3:47 AM	12:25 AM	12:25 AM
Ar. BALTIMORE, MT. ROYAL STATION	1:59 PM	8:00 AM	6:05 PM	1:59 PM	8:00 AM	3:55 AM	12:44 AM	12:44 AM
Ar. PHILADELPHIA	4:05 PM	10:15 AM	8:19 PM	4:05 PM	10:15 AM	6:00 AM	3:10 AM	3:10 AM
Ar. NEW YORK, LIBERTY STREET	6:30 PM	12:35 PM	10:40 PM	6:30 PM	12:35 PM	8:32 AM	6:52 AM	6:52 AM
Ar. NEW YORK, SOUTH FERRY	6:35 PM	12:40 PM	10:50 PM	6:35 PM	12:40 PM	8:35 AM	-----	-----

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PARKERSBURG, W. VA., C. W. ALLEN, Traveling Passenger Agent.
PHILADELPHIA, 34 Chestnut Street, BERNARD ASHBY, District Passenger Agent, C. D. GLADDING, Ticket Agent. N. E. Cor 13th and Chestnut Streets, C. E. WATERS, Ticket Agent. 1405 Chestnut Street, RAYMOND & WHITCOMB, Ticket Agents. 392 Market Street, UNION TRANSFER CO., Ticket Agents. 609 South 3d Street and 146 North 2d Street, M. ROSENBAUM, Ticket Agent. Station, Cor 24th and Chestnut Streets, W. W. BAEKEY, Ticket Agent.
PITTSBURG, 315 Park Building, E. D. SMITH, Assistant General Passenger Agent; GEO. A. ORR, Traveling Passenger Agent. Cor. 5th Avenue and Wood Street, E. D. STEINMAN, City Ticket Agent. 516 Smithfield Street, J. V. MCCORMICK, Ticket Agent. Station, Cor Smithfield and Water Streets, S. J. HUTCHISON, Ticket Agent.
SANDUSKY, OHIO, T. B. TUCKER, Ticket Agent.
SAN FRANCISCO, CAL., Room 1, Hobart Building, PETER HARVEY, Pacific Coast Agent.
SPRINGFIELD, ILL., N. J. NEER, Division Passenger Agent, B. & O. S.-W.
ST. LOUIS, B. & O. S.-W., 6th and Olive Streets, F. D. GILDERSLLEEVE, Assistant General Passenger Agent, H. C. STEVENSON, City Passenger Agent, L. L. HORNING, City Ticket Agent, F. W. AMICK, Station Passenger Agent, L. G. PAUL, Traveling Passenger Agent.
ST. PAUL, MINN., R. C. HAASE, Traveling Passenger Agent.
TIFFIN, OHIO, A. J. BELLE, Ticket Agent.
VINCENNES, IND., W. P. TOWNSEND, Division Passenger Agent, B. & O. S.-W.
WASHINGTON, D. C., 307 15th Street, N. W. Cor New York Avenue, S. B. HEGE, District Passenger Agent, H. P. MERRILL, Ticket Agent. 619 Pennsylvania Avenue, H. R. HOWSER, Ticket Agent. Station, New Jersey Avenue and C Street, E. DUBOUR, Ticket Agent.
WHEELING, W. VA., B. & O. Station, T. C. BURKE, Traveling Passenger Agent.
WILMINGTON, DEL., Delaware Avenue Station, J. E. HIRSH, Ticket Agent. Market Street Station, W. FULTON, Ticket Agent; H. A. MILLER, Traveling Passenger Agent.
WINCHESTER, VA., T. B. PATTON, Ticket Agent.
YOUNGSTOWN, OHIO, JAMES AIKEN, Ticket Agent.
ZANESVILLE, OHIO, JAS. H. LEE, Ticket Agent.
EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT CO., Limited, 23, 24 and 25 Billiter Street, London, E. C.; 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at

TICKET OFFICES THROUGHOUT THE COUNTRY.

C. W. BASSETT, General Passenger Agent, Baltimore & Ohio Lines East, Baltimore, Md.	B. N. AUSTIN, General Passenger Agent, Baltimore & Ohio Lines West, Chicago, Ill.
P. E. MARTIN, Manager Passenger Traffic, Baltimore & Ohio R. R., Baltimore, Md.	O. P. MCCARTY, General Passenger Agent, Baltimore & Ohio S.-W. R. R., Cincinnati, Ohio.

1904
POPULAR
MIDWINTER
EXCURSIONS
WASHINGTON
AND
BALTIMORE
✧ FEBRUARY 18 ✧
Baltimore & Ohio R. R.

Tickets will be sold at the Very Low Rates named, good going on regular trains of February 18, and valid for return ten (10) days, including date of sale. Full details of train arrangements, Pullman parlor and sleeping car accommodations, can be had of Ticket Agents B. & O. R. R.

Bellaire, O. . . . \$10.00	Fairchance, Pa. . . \$ 7.85	McKeesport, Pa. . . \$ 8.60
Benwood Jc., W. Va. 10.00	Foxburg, Pa. . . . 10.00	Mt. Pleasant, Pa. . . 7.35
Braddock, Pa. . . . 8.60	Gallipolis, O. . . . 12.50	Pittsburg, Pa. . . . 9.00
Butler, Pa. 9.00	Gratztown, Pa. . . . 8.15	Pomeroy, O. 12.10
Connellsville, Pa. . . 7.35	Johnstown, Pa. . . . 7.35	Uniontown, Pa. . . . 7.65
Dunbar, Pa. 7.35	Leckrone, Pa. 8.20	Washington, Pa. . . . 9.90
Everson, Pa. 7.35	Marietta, O. 10.00	Wheeling, W. Va. . . 10.00

From all other Points on the Baltimore & Ohio R. R. east of the Ohio River and west of Washington Junction, tickets will be on sale on above dates to

WASHINGTON
At Correspondingly Low Rates
ALL TICKETS GOOD TEN DAYS
Including Date of Sale

"TO THE LAND OF THE SUMMER SKY"

Baltimore & Ohio R. R.

CALENDAR OF

FLORIDA TOURS

VIA

WASHINGTON

**TICKETS WILL BE
SOLD AT . . . Exceedingly Low Rates**

INCLUDING EXPENSES EN ROUTE

From All Principal Points East of the Ohio River

1904

**The
Next**

February 9

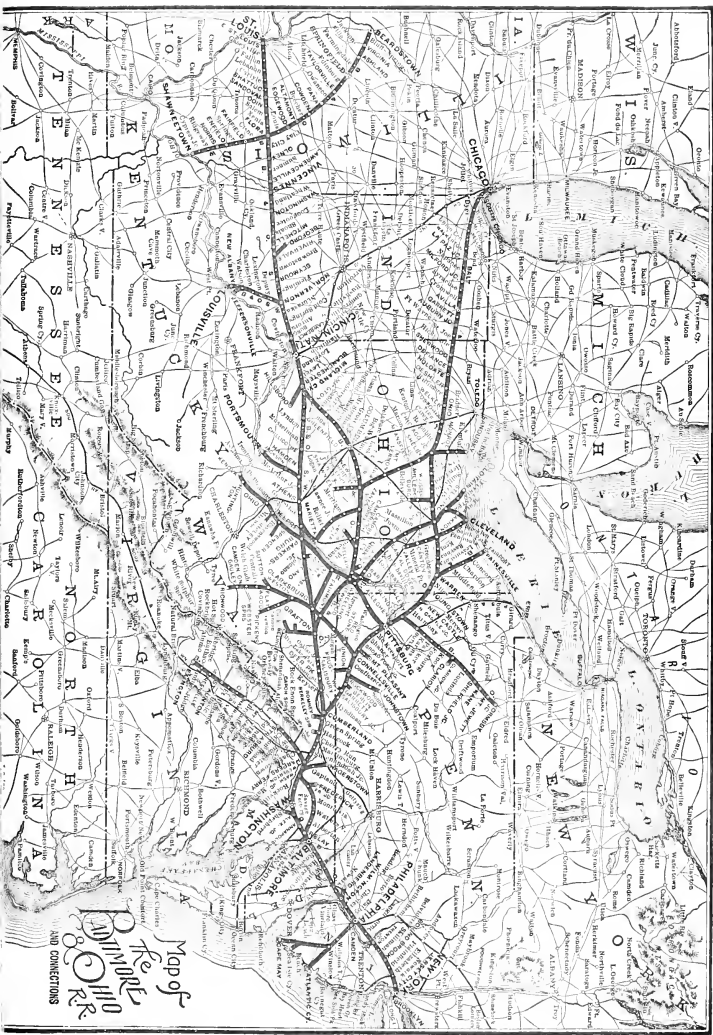
via Southern Railway

**The
Last**

March 8

via Atlantic Coast Line

ASK AGENT FOR DESCRIPTIVE BOOKLET



Map of
the
P. & O. R.
AND CONNECTIONS

Baltimore



Ohio

R.R.

EAST AND WEST



CALENDAR - 1904



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
3	4	5	6	7	8	9	7	8	9	10	11	12	13	6	7	8	9	10	11	12	3	4	5	6	7	8	9
10	11	12	13	14	15	16	14	15	16	17	18	19	20	13	14	15	16	17	18	19	10	11	12	13	14	15	16
17	18	19	20	21	22	23	21	22	23	24	25	26	27	20	21	22	23	24	25	26	17	18	19	20	21	22	23
24	25	26	27	28	29	30	28	29						27	28	29	30	31			24	25	26	27	28	29	30
31																											
MAY							JUNE							JULY							AUGUST						
1	2	3	4	5	6	7	5	6	7	8	9	10	11	3	4	5	6	7	8	9	7	8	9	10	11	12	13
8	9	10	11	12	13	14	12	13	14	15	16	17	18	10	11	12	13	14	15	16	14	15	16	17	18	19	20
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22	23	24	25	26	27	28	26	27	28	29	30			24	25	26	27	28	29	30	28	29	30	31			
29	30	31												31													
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
4	5	6	7	8	9	10	2	3	4	5	6	7	8	8	9	10	11	12	13	14	4	5	6	7	8	9	10
11	12	13	14	15	16	17	9	10	11	12	13	14	15	13	14	15	16	17	18	19	11	12	13	14	15	16	17
18	19	20	21	22	23	24	16	17	18	19	20	21	22	20	21	22	23	24	25	26	18	19	20	21	22	23	24
25	26	27	28	29	30		23	24	25	26	27	28	29	27	28	29	30				25	26	27	28	29	30	31

ROYAL BLUE TRAINS

D. B. MARTIN.
MANAGER - PASSENGER TRAFFIC.
BALTIMORE, MD.

B. N. AUSTIN.
GEN'L. PASS. AGENT, CHICAGO.
C. W. BASSETT.
GEN'L. PASS. AGENT, BALTIMORE.

ROYAL BLUE



BALTIMORE & OHIO R. R.



THE NATION'S HIGHWAY

TO

AND THE

MAGNIFICENT THROUGH

Vestibuled Train Service

FROM

VIA

Cincinnati



DINING CAR SERVICE UNEXCELLED

To *Greater Baltimore*

IN devoting this entire issue of the "Book of the Royal Blue" to a historical record of the great fire in Baltimore, it is with the assurance that a Greater Baltimore will arise from the ashes.

Although the executive home of the Baltimore & Ohio Railroad, together with the auxiliary offices in surrounding buildings, were swept away, its extensive railway stations and terminal facilities, both passenger and freight, were spared. These include Camden Passenger Station, Mt. Royal Passenger Station, Camden terminal warehouses and the piers, elevators and enormous freight yards at Locust Point.

Baltimore was by no means wiped off the map; it is ready to handle all the business offered it. It still forms one of the quattrain of cities connected by the "Royal Blue Line"—New York, Philadelphia, Baltimore, Washington. It is only forty-five minutes from Washington, with "trains every hour on the hour" in both directions. It has solid vestibuled train service daily between Pittsburg, Columbus, Cleveland, Chicago, Cincinnati, Louisville and St. Louis, the World's Fair City.



THE
BALTIMORE & OHIO
CENTRAL BUILDING

BALTIMORE & OHIO CENTRAL BUILDING

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY BY THE
PASSENGER DEPARTMENT OF THE BALTIMORE & OHIO RAILROAD.

VOL. VII.

BALTIMORE, MARCH, 1904.

No. 6

THE GREAT FIRE OF BALTIMORE.

THE great fire which destroyed the heart of the business center of the City of Baltimore may be considered the most disastrous conflagration of modern times. By modern times is meant that period since the introduction of the so-called fireproof skyscrapers, and the shorter, but even more impregnable, bank buildings of granite and marble.

While the number of these buildings was insignificant compared with the total number destroyed, yet their destruction naturally created the most intense interest. Glass, iron and steel melted in the face of the blast; marble and granite burst and crumbled. Inflammable stuff disappeared without trace. Buildings crumbled and fell and their fantastic ruins left but little semblance of their former greatness.

The fire first appeared at 10.45 Sunday morning, February 7, in one of the large wholesale dry goods houses at the corner of German Street and Hopkins Place. An automatic fire alarm registered the fact in the nearest engine houses and before the firemen could get fairly under way there was a terrific explosion, the building collapsed and fierce firebrands were carried far and wide by a high wind blowing from the southwest. The explosion was a mystery, but experts have since claimed it to have been occasioned by the vast accumulation of smoke in the building. An engine and

truck were buried in the falling walls, but the firemen escaped.

Within twenty minutes a dozen structures on Hopkins Place were on fire, and a second explosion ten minutes later, occasioned by an iron box of gunpowder on the sidewalk of a hardware store, damaged buildings to such an extent they became instant prey to the flames.

Swiftly the flames continued to spread to the north and east, sparing absolutely nothing.

By 6 o'clock ten solid blocks were a seething furnace. At 7 the wind shifted to the west and the flames blew straight down Lombard, German, Baltimore and Fayette Streets. The great modern buildings—Baltimore's pride—were then in the path of destruction.

By 10 o'clock ten more blocks were blazing, and the Court of Honor around the Battle Monument, which was so gayly lighted by thousands of incandescant lights during the Saengerfest, Elks and Odd Fellows conventions last year, was now lighted by raining fire from such noble buildings as the Union Trust, Calvert, Equitable, Continental, Maryland Trust, Baltimore & Ohio Central Building, Merchants Club, The "News," The "Herald," The "American" and The "Sun," the International Trust, Mercantile Trust and the hundreds of business houses, including

the principal jewelry, haberdasheries, clothing, banks, all the express, telephone and telegraph offices.

The scene was grand and most appalling. The people who were attracted by the novelty in the afternoon were now numbed and could not come to a sense of realization of the great disaster. There was absolutely no disorder of any kind. No panic, no ruffianism, no robberies reported.

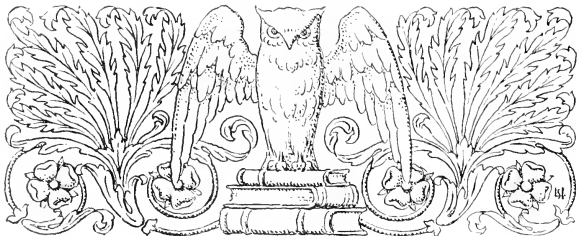
After 10 o'clock the wind changed to blow from the northwest and the fire swept on and unmolested to the very water's edge on the south; thence crept on through the wharves and swept everything to the east to Jones Falls, where all the city firemen and those from New York, Philadelphia, Wilmington, Washington and York, Pa., were making their last stand to stay the progress of the flames.

The fire was not considered under con-

trol until 5 p. m. of Monday, the 8th, having spread continuously for thirty hours. The vast territory of flame continued to burn itself out, and up to the present writing many of the cellars in the ruins are sending forth flame and smoke.

In thirty hours there were 2,500 buildings consumed, covering seventy-five business blocks, spreading over 140 acres of ground.

The total loss is variously estimated at from \$70,000,000 to \$90,000,000. The total insurance loss at about \$28,144,000. These figures are approximated, except that of the insurance, which is nearly exact. Some estimates place the total loss as high as \$150,000,000, which does not seem extravagant when it is considered that the very heart of the financial and shipping district was wiped out. These figures do not of course include the loss of time and business.





Maryland Trust.

Hambledon & Company
Bank

Southern Hotel

Alex. Brown & Sons
Bank

Baltimore & Ohio
Central Building

CALVERT STREET, SOUTH OF BALTIMORE STREET, LOOKING NORTH



Baltimore - American

Continental Trust

Baltimore & Ohio Central Building

LOOKING WEST ON BALTIMORE STREET FROM NORTH STREET.



United States Fidelity & Casualty Co.

Maryland Trust Building

LOOKING WEST ON GERMAN STREET FROM CALVERT STREET



Baltimore & Ohio

Rear of Merchants Trust Building
FROM CORNER CHARLES AND LOMBARD STREETS, LOOKING NORTHEAST.



Calvert Building
C & P Telephone Building
Bank of Baltimore

Carrollton Hotel

LOOKING NORTH ON LIGHT STREET FROM GERMAN STREET



Baltimore & Ohio Co. Building

Fourth Building
LOOKING WEST ON FAYETTE STREET FROM SOUTH FRONT OF POST OFFICE

Union Trust Building
"Brands" Building



U. S. Army, Signal Corps. U. S. Army, Signal Corps. U. S. Army, Signal Corps.
 Looking North from the West of Baltimore, Md. Baltimore, Md. Looking North from the West of Baltimore, Md.
 Looking North from the West of Baltimore, Md. Looking North from the West of Baltimore, Md. Looking North from the West of Baltimore, Md.



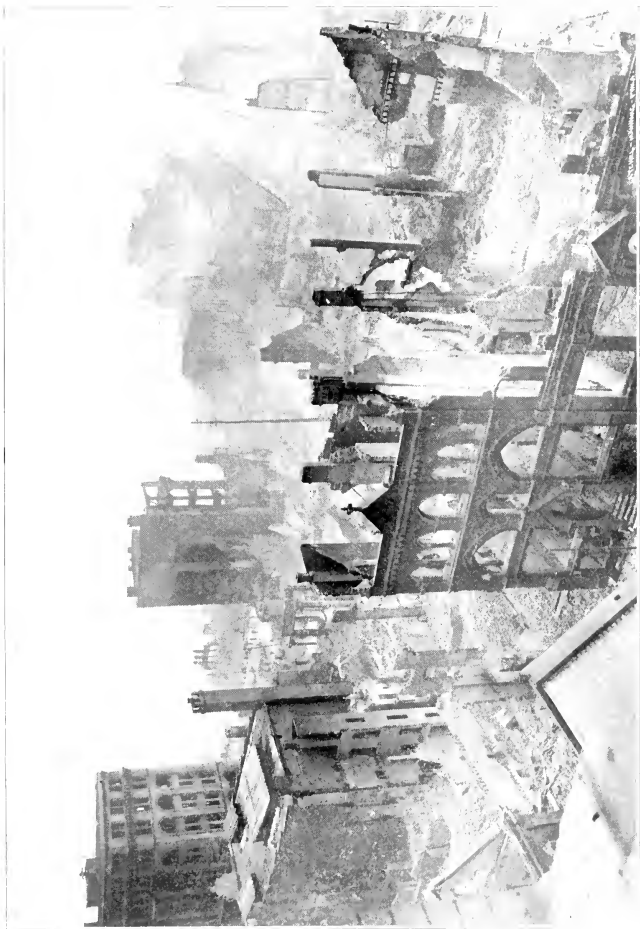
Carlinton Hotel
X Where the fire started

International Trust,
Baltimore News

Adams Express
The Jewelry District

Union Trust, Olvest Building
C. & P. Telephone Building

FROM CONTINENTAL TRUST BUILDING, LOOKING WEST ON BALTIMORE STREET



THE NEW YORK PUBLIC LIBRARY
ASTOR LENOX TILDEN FOUNDATION
500 5TH AVENUE
NEW YORK 17, N.Y.

THE NEW YORK PUBLIC LIBRARY
ASTOR LENOX TILDEN FOUNDATION
500 5TH AVENUE
NEW YORK 17, N.Y.

THE GREAT WAR-HOUSE DISTRICT,
LOOKING SOUTHEAST FROM CONTINENTAL TRUST BUILDING.

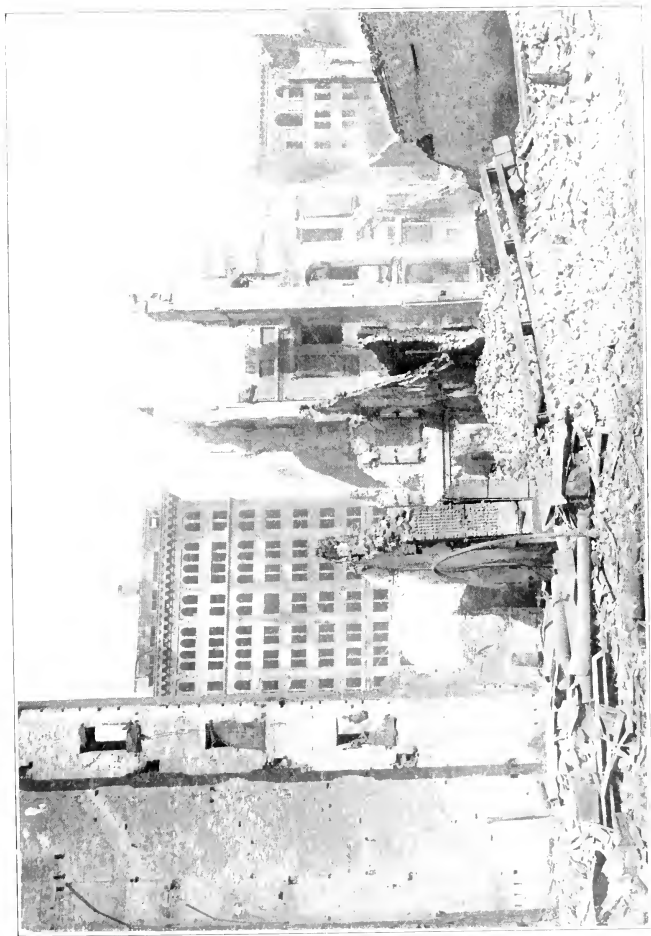


Custom House - unimpaired

City Hall unimpaired

City Hotel
LOOKING NORTHEAST FROM CONTINENTAL TRUST BUILDING

Church of the Messiah



FROM EAST
LOOKING NORTH FROM BALTIMORE STREET EAST OF CHARLES STREET

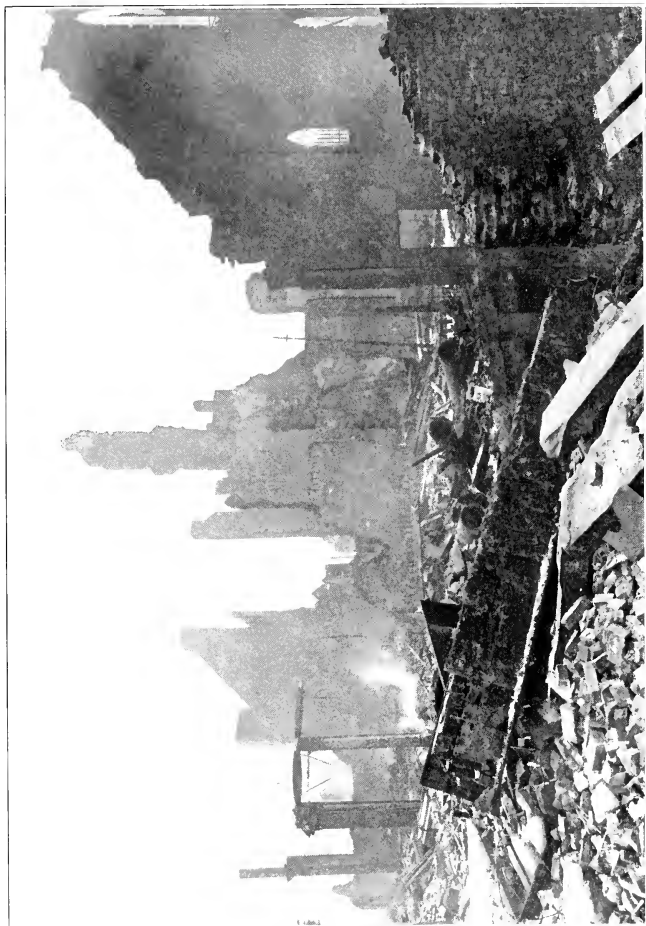


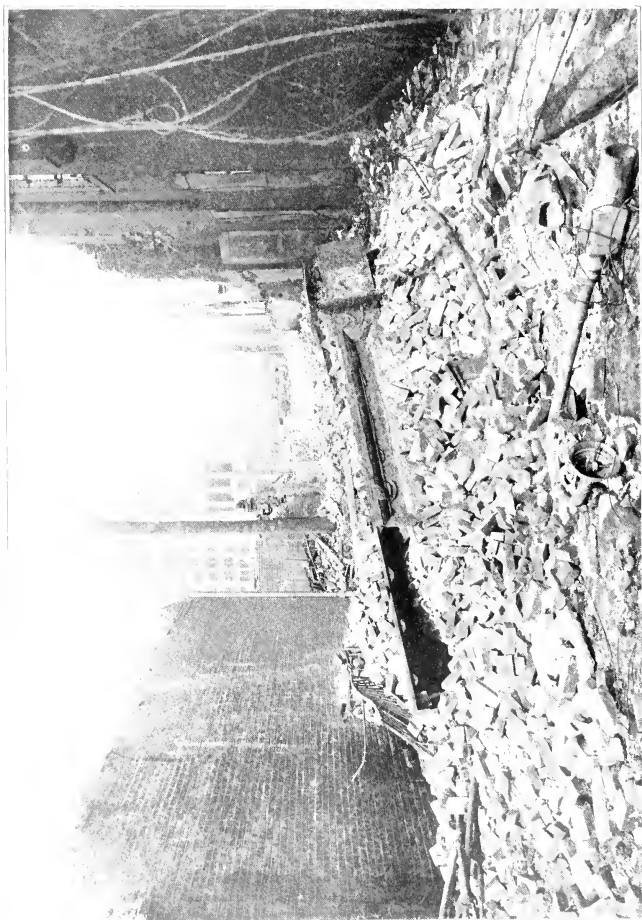
Union Trust

Calvert Building

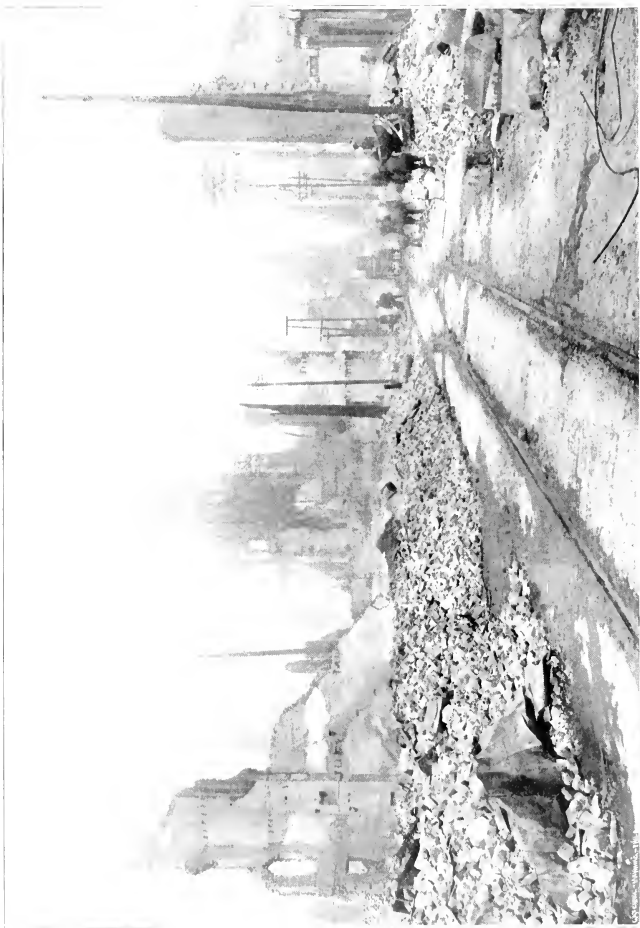
Bank of Baltimore

LOOKING NORTHEAST ACROSS BALTIMORE STREET FROM HANOVER STREET





Union Trust International Trust
LOOKING NORTH UP WINE ALLEY FROM GERMAN STREET





C. & P. Telephone Building.
LOOKING NORTH EAST TOWARD COLLAPSED AND SHARP STEEPS.

Roof of International Trust



Where Baltimore Landed
CHURCH OF THE MESSIAH
BALTIMORE STREET, LOOKING NORTHEAST FROM CORNER SOUTH STREET



BALTIMORE STREET WEST OF CHARLES STREET



FROM LIBERTY AND LOMBARD STREETS LOOKING ACROSS THE RUINS OF THE JOHN F. HURST BUILDING
WHERE THE FIRE COMMENCED



GERMAN STREET, WEST OF CHARLES STREET, LOOKING NORTHEAST



O'DONNELL'S WHARF, LOOKING SOUTH



FOURTH FLOOR CONTINENTAL TRUST BUILDING, SHOWING ELEVATOR SHAFTS



O'DONNELL'S WHARF, LOOKING NORTH



FROM CHARLES AND LOMBARD STREETS, LOOKING NORTHWEST



FROM MARSH MARKET AND WATER STREETS, LOOKING WEST



LOOKING NORTH ON GAY STREET FROM LOMBARD STREET



LOOKING NORTHWEST FROM FREDERICK AND WATER STREETS



MAP OF THE CITY OF BALTIMORE

Showing burned district in solid black and the uninjured Baltimore & Ohio terminals. The passenger stations are connected by double-track tunnel under Howard Street. The large terminal warehouses are at Camden Station, foot of Eutaw Street. Mt. Clare Station tracks and hay sheds are one mile west of Camden Station. From Mt. Clare Station tracks extend down Pratt Street, with spurs to Eutaw and Howard Streets and to Bowly's Wharf and other docks south of Pratt Street, viz: South Street, Commerce Street, Patterson Street, Mill Street, President Street and tracks north of Pratt Street on Gay Street. Adjacent to water frontage Spaw's Wharf and Centre Station were burned, but will be rebuilt. Other stations intact are Chase's and Fell Street and Canton, while across the harbor are the extensive Locust Point terminals and elevators. Near North Avenue and 2d Street is the Oak Street Yard, with Gay Street on Belt Line R. R. beyond. As above shown the Baltimore & Ohio not only penetrates, but encircles the city.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EASTWARD	No. 504 DAILY	No. 528 EXCEPT SUNDAY	No. 525 SUNDAY	No. 528 EX. SUN & HOUR	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY & HOUR	No. 136 EXCEPT SUNDAY	No. 508 DAILY	No. 516 DAILY	No. 546 DAILY	No. 512 DAILY
LV. WASHINGTON	7.00	8.30	9.00	10.00	1.00	3.00	4.00	5.00	8.00	11.30	3.00
LV. BALTIMORE, CAMDEN STATION	7.55	9.19	9.62	10.60	1.55	3.49	4.55	6.00	9.00	12.39	3.51
LV. BALTIMORE, MT. ROYAL STATION	8.00	9.24	9.57	10.54	1.59	3.63	5.00	6.06	9.06	12.44	3.65
AR. PHILADELPHIA	10.15	11.27	12.11	12.63	4.05	6.51	7.20	8.19	11.40	3.10	6.00
AR. NEW YORK, LIBERTY STREET	12.36	1.40	2.30	3.00	6.30	8.00		10.40	3.20	6.62	8.32
AR. NEW YORK, SOUTH FERRY	12.40	1.46	2.36	3.06	6.35	8.05		10.50			8.36
	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

WESTWARD	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 527 DAILY & HOUR	No. 507 DAILY	No. 135 EXCEPT SUNDAY	No. 509 "ROYAL LIMITED" DAILY & HOUR	No. 525 DAILY	No. 503 DAILY	No. 515 DAILY
LV. NEW YORK, SOUTH FERRY	12.10	8.26	10.25	11.25	12.55		3.35	4.55	6.55	12.10
LV. NEW YORK, LIBERTY STREET	12.16	8.30	10.30	11.46	1.00		3.40	5.00	7.00	12.15
LV. PHILADELPHIA	7.40	10.49	12.48	1.62	3.08	4.20	6.48	7.26	9.33	8.36
AR. BALTIMORE, MT. ROYAL STATION	9.48	12.66	2.56	3.51	5.06	6.45	7.46	9.46	11.46	6.00
AR. BALTIMORE, CAMDEN STATION	9.52	1.00	3.00	3.55	5.10	6.50	7.50	9.50	11.50	6.05
AR. WASHINGTON	10.47	1.60	4.00	4.45	6.10	7.55	8.40	10.50	12.50	7.25
	AM	PM	PM	PM	PM	PM	PM	PM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 47 EXPRESS DAILY
LV. NEW YORK, SOUTH FERRY	10.25 AM	12.66 PM	N 3.35 PM	8.56 PM	12.10 NT	12.10 NT	6.66 PM	
LV. NEW YORK, LIBERTY STREET	10.30 AM	1.00 PM	N 3.40 PM	7.00 PM	12.16 NT	12.16 NT	7.00 PM	
LV. PHILADELPHIA	12.48 PM	3.08 PM	F 4.20 PM	9.33 PM	7.40 AM	7.40 AM	9.33 PM	
LV. BALTIMORE, MT. ROYAL STATION	2.56 PM	6.06 PM		11.46 PM	9.48 AM		11.46 PM	
LV. BALTIMORE, CAMDEN STATION	3.00 PM	6.20 PM	7.30 PM	12.00 NT	10.00 AM	9.00 AM	12.00 NT	
AR. WASHINGTON	4.15 PM	6.20 PM	8.45 PM	1.10 AM	11.00 AM	10.05 AM	1.00 AM	
AR. DEER PARK HOTEL								
AR. PITTSBURG			7.00 PM		7.45 PM		9.15 AM	LV 3.00 PM
AR. CLEVELAND			12.36 PM					9.40 PM
AR. WHEELING (EASTERN TIME)		6.40 AM						LV 3.30 PM
AR. COLUMBUS		9.50 AM						9.25 PM
AR. CHICAGO		7.00 PM			9.00 AM			6.60 AM
AR. CINCINNATI	8.05 AM			6.35 PM		2.36 AM		
AR. INDIANAPOLIS	11.46 AM			10.36 PM				
AR. LOUISVILLE	11.62 AM			9.30 PM				
AR. ST. LOUIS	6.26 PM			7.28 AM				
AR. CHATTANOOGA	6.00 PM			6.26 AM				
AR. MEMPHIS	11.00 PM			8.30 AM				
AR. NEW ORLEANS	10.00 AM			8.00 PM				

A Train No. 5 makes connection at Cumberland.
Through Pullman Sleepers to all points. N Connection east of Philadelphia is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 46 EXPRESS DAILY	NOS. 14 & 46 EXPRESS DAILY
LV. CHICAGO			3.30 PM	10.40 AM			8.00 PM	7.00 PM
LV. COLUMBUS				7.20 PM				
LV. WHEELING (EASTERN TIME)		6.00 PM		12.35 AM				10.50 AM
LV. CLEVELAND			10.16 PM		1.00 PM			
LV. PITTSBURG			8.00 AM		9.00 PM			
LV. ST. LOUIS	* 9.30 AM	2.06 AM		10.35 PM		* 6.30 PM	1.00 PM	
LV. LOUISVILLE	2.10 PM	8.10 AM				9.08 PM		
LV. INDIANAPOLIS	* 2.46 PM	8.06 AM				2.30 AM		
LV. CINCINNATI	* 6.35 PM	12.16 PM						
LV. NEW ORLEANS		7.05 PM				9.15 AM		
LV. MEMPHIS		6.50 AM				8.40 PM		
LV. CHATTANOOGA		10.40 PM						
AR. DEER PARK HOTEL								
AR. WASHINGTON	12.40 PM	5.41 AM	4.42 PM	12.30 PM	6.30 AM	2.46 AM	11.05 PM	11.05 PM
AR. BALTIMORE, CAMDEN STATION	1.47 PM	7.60 AM	5.50 PM	1.47 PM	7.60 AM	3.47 AM	12.25 AM	12.25 AM
AR. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.06 PM	1.59 PM	8.00 AM	3.65 AM	12.44 AM	12.44 AM
AR. PHILADELPHIA	4.05 PM	10.16 AM	8.19 PM	4.05 PM	8.00 AM	6.00 AM	3.10 AM	3.10 AM
AR. NEW YORK, LIBERTY STREET	6.30 PM	12.36 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	6.62 AM	6.62 AM
AR. NEW YORK, SOUTH FERRY	6.35 PM	12.40 PM	10.50 PM	6.35 PM	12.40 PM	8.35 AM		

Through Pullman Sleepers from all points. * Daily. † Daily except Sunday.

THROUGH PULLMAN PALACE CAR SERVICE.

UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Buffet Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia.

No. 504. Drawing Room Sleeping Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Buffet Parlor Car Washington to New York.

No. 522. Parlor Car Washington to New York. Dining Car, serves dinner table d'hôte, Philadelphia to New York.

No. 528. Five Hour Train. Parlor Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.

No. 502. Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 136. Buffet Parlor Car, Washington to Philadelphia.

No. 506. Observation Parlor Car Washington to Baltimore. Drawing Room Sleeping Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.

No. 546. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 505. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Washington and Pittsburg.

No. 517. Buffet Parlor Car New York to Washington.

No. 501. Drawing Room Sleeping Car New York to Washington. Dining Car, a la carte, Philadelphia to Baltimore.

No. 527. Five Hour Train. Parlor Car New York to Washington. Dining Car, table d'hôte, New York to Baltimore.

No. 507. Drawing Room Sleeping Car New York to Washington. Dining Car, table d'hôte, New York to Philadelphia, and Dining Car, a la carte, Baltimore to Washington.

No. 135. Buffet Parlor Car Philadelphia to Washington.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, Philadelphia to Washington. No extra fare other than regular Pullman charge.

No. 525. Parlor Car New York to Washington. Dining Car, table d'hôte, New York to Baltimore.

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No. 7. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellair. Sleeping Car Baltimore to Columbus. Combination Parlor and Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

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No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Conneville to Pittsburg.

No. 5. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Dining Cars serve dinner, supper and breakfast.

No. 47. Buffet Drawing Room Sleeping Car Cumberland to Chicago. Buffet Sleeping Car Wheeling to Chicago.

No. 55. Drawing Room Sleeping Car New York to Cincinnati. Parlor Car Baltimore to Wheeling. Dining Cars Martinsburg to Cumberland and Grafton to Cincinnati.

EASTWARD.

No. 2. Drawing Room Sleeping Car St. Louis to New York. Observation Sleeping Car Cincinnati to Washington. Dining Cars serve all meals. Cafe Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati.

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No. 8. Drawing Room Sleeping Car Chicago to New York. Sleeping Car Columbus to Baltimore. Dining Cars serve all meals except breakfast at Cumberland.

No. 10. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Conneville. Dining Car Cincinnati to Grafton.

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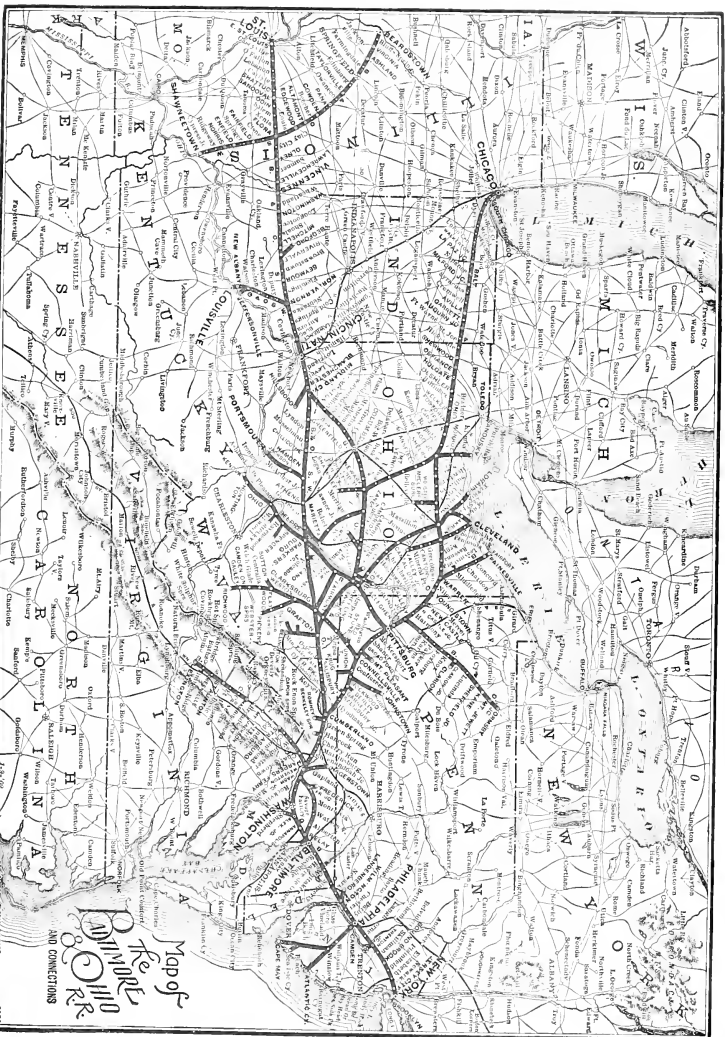
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Baltimore



EAST AND WEST



CALENDAR - 1904



JANUARY							FEBRUARY							MARCH							APRIL						
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31																											
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SIXTY-DAY EXCURSION TICKETS will be sold daily, commencing April 25, 1904, and continuing during the period of the Exposition, with final return limit of sixty (60) days, but not later than December 15, 1904.

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STOP-OVERS not exceeding ten (10) days at each point will be allowed at Philadelphia, Baltimore, Washington, Deer Park, Mountain Lake Park, Oakland and Niagara Falls, within return limit, upon notice to Conductor and deposit of ticket with Depot Ticket Agent immediately upon arrival.

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New York, N. Y.....	\$34.00	\$28.35	\$23.25	\$18.00
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Chester, Pa.....	34.00	28.35	23.25	17.00
Wilmington, Del.....	34.00	28.35	23.25	17.00
Newark, Del.....	34.00	28.35	23.25	17.00
Baltimore, Md.....	33.60	28.00	23.00	17.00
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LOOKING EASTWARD ACROSS THE ELK RIVER FROM DAVID, W. VA

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY.

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VOL. VII.

BALTIMORE, APRIL, 1904.

No. 7.

SOME EARLY DISCOVERIES

RELATING TO WEBSTER SPRINGS, THE GREAT SALT SULPHUR
SPRINGS OF WEST VIRGINIA.

BY G. F. TAYLOR.

MANY conflicting statements have been made from time to time by various authors and writers of more or less note and credibility, respecting the first discovery of the Ohio River and its principal tributaries, and without an exception they are all wrong, as a well authenticated manuscript found in the archives of public records in Boston, Mass., clearly demonstrates. It has been claimed that Pierre Marquette and other Jesuit mission-

were two brothers, Andrew and James Cobb, natives of Massachusetts, and this was in the Spring of 1675 and during "King Philip's" war, as it is known in history. The Cobb brothers were young, active and hardy, and described as being "over six feet in height with massive frames." They were inured to the hardships of frontier life from infancy, and belonged to Captain James Church's company of intrepid Indian fighters, who had



HOLLY JUNCTION, WEST VIRGINIA, BALTIMORE & OHIO RAILROAD

aries of note visited the Ohio Valley during their wanderings in the Lake Superior region about the middle of the seventeenth century, as they undoubtedly viewed the upper waters of the great Mississippi about that time; yet they traveled far north of the Ohio Valley, and north even of its longest tributaries extending in that direction. The original discoverers of the Ohio River and its principal tributaries, as far south as the mouth of the great Kanawha,

almost constant practice during the long and sanguinary conflicts between the early English settlers and the confederated Indian tribes under the famous and wily King Philip and other sachems, chiefs and leaders.

During one of these conflicts, on the northeastern waters of Susquehanna River, Captain Church's forces were defeated, demoralized and scattered in an engagement with a large force of Indians led by

King Philip in person. At the close of the engagement, which was continued long after dark, the Cobb brothers found themselves separated from their commander, and on the western flank of the main body of Indians, rendering flight in that direction to their comrades and home too hazardous to attempt; consequently they endeavored to escape from the dilemma by making a wide circuit west and north of the encampment, taking a southwestern course, which brought them the second night's march to the headwaters of the Allegheny River, which to some extent runs parallel with the Susquehanna at no great distance. This stream they followed, traveling only during the night time, for two weeks, still ignorant of their changed geographical position until they arrived at the junction of the Monongahela and Allegheny rivers. Here they found an extensive settlement of a permanent character and after securing a good canoe and two buffalo robes, without the owner's leave, they boldly paddled out in the Ohio and continued their journey by the light of the sun, as the distance from shore to shore enabled them to avoid Indian arrows from either bank. Some of these western Indians were disposed to be civil and sociable and treated the Cobb brothers in the most hospitable manner, while other settlements along the Ohio River were suspicious and hostile.

Soon after the Cobb brothers entered the Ohio River and were enabled to take day-time observations, they came to the conclusion that they were on strange waters and pursuing a general southwestern course that could only take them still farther from home. Consequently after a long discussion of the matter and much careful deliberation, they decided to completely outflank the many hostile encampments of savages, through whose country they had passed, by continuing down the main water course until they would come to some main stream emptying into the Ohio from their left, which they would ascend as far as it might be navigable and then take a due eastern course for their distant home.

After this outline of procedure was finally agreed upon, the Cobbs leisurely drifted with the current of the mighty Ohio to the point where they reversed their course, and each night camped a few miles nearer their friends and associates.

The second day out they came to a large right-hand tributary to the Ohio (doubtless the Beaver River), where they attempted

to land and were attacked by a band of savages, all using the bow and arrow, and as no damage was done the Cobbs attempted no defense.

On the evening of the fourth day they arrived, without further incident, at a large island with two considerable streams emptying into the main river on either side. Here they found a large and permanent Indian settlement, with indications of long continued occupancy. No hostile demonstration being made by the Indians, the Cobb brothers landed and interviewed their principal chiefs, and as they understood most of the Indian sign language and a smattering of the various Indian dialects, they met with little trouble in gaining considerable knowledge of the country further south and west. These the Cobbs found to be members of the Shawnee tribe of Indians and but slightly acquainted with any of the tribes east of the Allegheny Mountains. No one in the camp had ever seen a white man or heard the report of a gun. After a three day's sojourn at this place, feasting upon the best the country produced, these hospitable Indians filled the canoe of their guests with jerked venison, parched corn and dried squashes, etc., and bidden them good-by.

Agreeable to the usual rate of travel in a canoe, and the well known distance from the mouth of the Allegheny to the City of Wheeling, the place is well identified. Moreover, the description of a large island and a stream emptying in on both sides, make proof positive, as no other port on the Ohio River duplicates such conditions.

Continuing their voyage on the fifth day, they mention a "large stream entering the main stream on their right," the Muskingum. Here they found an Indian settlement, and indications of permanent occupancy; but, on attempting to land, they were greeted with a shower of arrows, a number of which struck their frail canoe. This so enraged the Cobbs that they fired upon the crowd and steered for the opposite shore. At the discharge of their rifles, one Indian was seen to fall and another went limping up the bank, while the whole encampment fled to the surrounding hills. No attempt was made to follow the Cobbs and take revenge, as the Indians doubtless considered it a visitation of two "evil spirits." From this point, "in a short day's travel," as they termed it, they came to a large stream entering the main river on the left, and here they consulted as to the propriety of changing their course from

the southwest to the east, and actually ascended the stream (the Little Kanawha) one and one-half day's journey, but finding it exceedingly tortuous and rapidly losing its character as a river, the Cobbs wheeled about and descended to the Ohio, on which stream they continued their voyage, without incident, for one week, when they came to the mouth of the Great Kanawha, and immediately recognized the stream, by its general course, to be the one they should ascend on their homeward journey, agreeable to the plan of procedure mapped out at or near the junction of the Allegheny and Monongahela rivers. At the point and junction of the Great Kanawha they found a large Indian camp and feared to land, as

position was correct, as we now know by the geography of the country, for had they ascended the Great Kanawha and New rivers to any great extent, they would have been leaving their home and native heath to the left and rear.

The Cobb brothers made two night runs up the Elk, and then after a thorough daylight investigation, finding no fresh Indian sign, they pursued their journey openly by day and camped on the banks at night.

Their description of the Elk River Valley bears all the marks of truthfulness and is simply grand in its primitive loveliness and wealth of undisturbed natural productions. Elk River they describe "as a beautiful stream of transparent water with many long



ROOF RIDGE CUT, ON HOLLY RIVER & ADDISON RAILWAY

a number of braves seen on the banks showed an unfriendly disposition, and went so far as to shoot a few arrows close to their canoe. This caused the Cobbs to retreat down the main stream some five miles, where they remained concealed until night-fall. They then returned stealthily and ascended the Great Kanawha without molestation, and on the fourth night found themselves at the junction of the Elk and Great Kanawha and in the vicinity of a permanent Indian encampment, where another stop was made and further consultation had as to the water course they should continue their journey on. Finally deciding the general course of the Elk would be the better one to pursue, as the Great Kanawha bore too much to the south to meet their conceptions as to the most direct course homeward, and this instinctive sup-

position was correct, as we now know by the geography of the country, for had they ascended the Great Kanawha and New rivers to any great extent, they would have been leaving their home and native heath to the left and rear. The Cobb brothers made two night runs up the Elk, and then after a thorough daylight investigation, finding no fresh Indian sign, they pursued their journey openly by day and camped on the banks at night. Their description of the Elk River Valley bears all the marks of truthfulness and is simply grand in its primitive loveliness and wealth of undisturbed natural productions. Elk River they describe "as a beautiful stream of transparent water with many long shoals and rapids." They met with all varieties of the finest fish, and state that they caught many in the riffles in their hands. This was in the early part of June, when the "red-horse" usually spawns, and is by no means unreasonable, as many old residents of the Elk River Valley at this day can remember when the shoals were alive with "red-horse" and "suckers" about that season of the year. The Cobb brothers were close observers and gave an account of seeing numerous small droves of buffalo on either side of the Ohio River, less on the waters of the Great Kanawha, and but few on the waters of the Elk. Elk, deer, bear, wolves, panthers, wild turkeys and an infinite variety of small game, they found everywhere, and in fact state that they were never out of sight of game while traveling

by day, except at Indian towns. The narrative states that fifteen days after the Cobbs entered the Elk River they camped at the mouth of a large, clear stream coming in on their left, which was evidently Holly River, some one hundred and twelve miles from the Great Kanawha, and this shows the leisurely manner in which the Cobbs were prosecuting their journey, making but little over seven miles a day. From the mouth of the Holly River to the main forks of the stream, the Cobbs report finding the river very rapid, which necessitated the carrying of their canoe about half the time. This stretch they made in four days and report seeing a salt water spring (undoubtedly Webster Springs) on the point, much used by deer, elk and a few buffalo. One of the latter they killed, and dried or jerked all the meat they could carry, left their Indian canoe, ascended the right-hand fork, taking a due eastern course, and this they kept until they crossed the Allegheny Mountains and fell in on the waters of the Potomac, which stream they descended in their leisurely manner, until they came to some of Captain John Smith's colonists, in the latter part of the summer.

And they finally reached home in November, having been absent some nine months. Their friends and associates had long given them up as dead, as it was well known that if captured, the Indians would not keep them as prisoners that length of time. They were too crafty and daring to remain long in confinement.

While the Cobb brothers knew nothing about the general outlines and geography of the country through which they passed, yet the description of what they saw and the time spent in passing from one point to the next, throughout their journey, enables us to see the plausible and convincing character of the evidence they submit in support of the discovery of the Allegheny, Ohio, Great Kanawha and Elk rivers.

* * * * *

Being a frequent visitor at Webster Springs, and making many inquiries of the old settlers as to its discovery, we have learned something of its traditional history, and beg leave to quote the following article by the Hon. G. U. Arnold, of Lewis County, W. Va.:

"Some time prior to 1750 there was a pioneer settler by the name of Stroud, of a roaming disposition, that lived in the frontier of settlement of Virginia, near the border of what is Greenbrier County. Desirous to

explore the country with a view of finding a section in Virginia where buffalo were plenty, he took a northwest course, with gun, dog, bread and salt, and after several days' travel came to a glade, and it being night, camped out on what is now called Stroud's Creek. The next day he traveled through the glades and found an abundance of buffalo signs, but seeing none, got on their trail, which he found had gone a northeast course, and desirous to find them, pursued their trail along a range of mountains until he came to the summit of a lofty elevation where he could see the fork of two streams flowing along a narrow valley hemmed in by lofty mountains on each side. He still saw no buffalo, but instead an abundance of big elk. He continued following the trail of the buffalo down the mountain, which was easily done, as they had made a path sufficiently wide to permit easy traveling.

"This trail led to the junction of two large streams of clear water, where there was a bottom of several acres of level land between the forks of said rivers. Here he found the buffalo and elk in great numbers.

"The crack of his rifle soon cleared the valley of the herd, and investigating, he found entrances to the valley from all the mountain sides. Making examination to find what brought them there, he discovered a boiling spring, and on tasting the water, found it very salty.

"After resting a few days, feasting on buffalo meat and exploring the country, he named the stream "Big Elk River," on account of the abundance of those animals.

"At a later period a few pioneer hunters settled in this vicinity, who took camp kettles and boiled down the water into salt to supply their wants.

"The ground embracing this spring was later purchased by Addison McLaughlin, an enterprising man, who drilled a well for salt, so as to be out of the way of the overflow of the river.

"He also procured the formation of Webster County on the 14th day of February, 1860, laid off a town on his own land at the forks of Elk River, which became the county seat, and called the same Addison. In boring the salt well, at the depth of thirty feet he struck the mineral water, which was thrown to the surface by sulphurated hydrogen gas; but, salt being the object of his enterprise, he bored on several hundred feet and got salt water, and made salt to supply the country until the civil

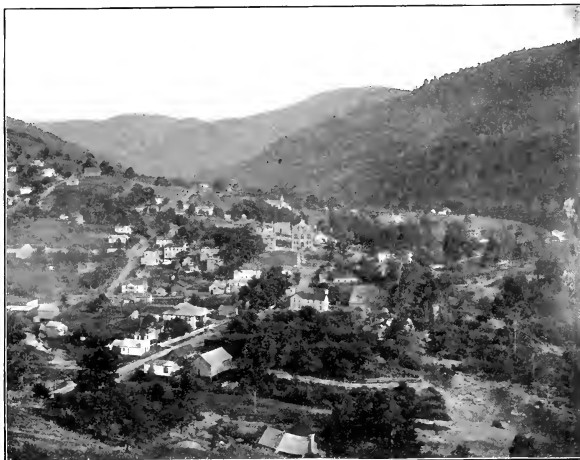
war caused a suspension of business, during which time McLaughlin died.

"This being the county seat, the court visitors would occasionally drink of the water merely from curiosity, without conceiving any idea of its medicinal qualities.

"The curative powers of the spring in cases of liver, kidney, stomach and bowel troubles were soon found out, and there

naturally became excitement among land speculators, many of the number being dyspeptics, and becoming cured, spread the fame of the spring far and wide.

"Visitors by the hundred are to be found at Webster Springs every summer, all of whom speak in the highest terms of the curative powers of this water and its many healing properties."



WEBSTER SPRINGS, WEST VIRGINIA

WEBSTER SPRINGS, WEST VIRGINIA.

Webster Springs, W. Va., are located at Addison, the county seat of Webster County, in the beautiful valley of the Elk River, and are reached by the West Virginia and Pittsburg branch of the Baltimore & Ohio Railroad and the Holly River & Addison Railway.

The salt sulphur water of these famous springs is most effective in chronic constipation, liver, kidney and stomach trouble.

The scenery surrounding the springs is sublime, exceeding that of many more celebrated places, the Alleghenies towering up on all sides of the village. The nights

are cool, with no mosquitos, and the days mild and pleasant. On the top of Point Mountain nearly one can see five counties and breathe the delightful air 4,000 feet above sea level. This location is particularly desirable for asthmatics.

The Webster Hotel has been enlarged and refurnished, and has all modern conveniences; is in first-class condition and will be ready for the reception of guests May 15. The salt sulphur baths have been increased in number, are thoroughly modern in equipment and are under the control of an experienced masseur.

ALLEGHENY MOUNTAIN RESORTS.

DEER PARK, MARYLAND.

ON the very top of the Alleghenies is a broad plateau, 3,000 feet above the level of the sea, which forms the great watershed to the Atlantic on the east, the Mississippi on the west and the Gulf of Mexico on the south. This plateau is comparatively level for a distance of nine miles, and is covered with beautiful forests. It is in this section of the mountains that Deer Park, Mountain Lake Park and Oakland are located. To reach any of these resorts, no matter from what section of the country the tourist comes, he will traverse some of the most charmingly picturesque scenery on the American continent, constantly increasing as he approaches the top of the mountain range. Of these

sloping gently to the railway station, 300 yards distant.

The hotel is supplied with every conceivable modern appliance for the convenience of its guests. In fact, there is nothing omitted which is necessary to the taste of the most fastidious person, notwithstanding its isolation on the top of a mountain. It is a city in itself, provided with its own gas and electric plants and water system. The sewerage and sanitary arrangements are the best that modern engineering could achieve.

There are many people who desire to leave their city homes and visit resorts, but are not desirous of living at a hotel. For these persons there are delightful private



DEER PARK HOTEL AND COTTAGES

resorts, Deer Park has the most beautiful natural location.

Standing in the midst of a lovely tract of 500 acres, the Deer Park Hotel and its family of cottages presents a most attractive sight. The utmost good taste has been shown in the preservation of the forests whilst removing enough trees to enhance the beauty of the grounds. Rising above the surrounding oaks, beech, maple, etc., the roof line of the main hotel reveals itself above a verdant background of dense foliage. To the right and left of the spacious center building the eastern and western annexes form a pleasing picture to the architectural eye. Either one of these buildings would form a large hotel, but virtually they are one structure, being connected by covered passage-ways. The splendid buildings, with big, airy rooms and immense verandas, are on top of a knoll, with the beautiful lawn

cottages in the immediate vicinity of the hotel, which are fully equipped and beautifully furnished for housekeeping, if so desired; but should the occupants wish, they can arrange for their meals at the hotel. It has been customary to open these cottages about June 1 of each year and the hotel proper June 21.

The most delightful crystal-clear water flows in super-abundance from a mountain spring. Not far from the hotel in a beautiful spot is "Boiling Spring," issuing from the rocky heart of the mountain. It has a daily flow of 150,000 gallons of purest water, even supplying the two large swimming pools of the hotel. Deer Park water as a table water has no equal, and is by analysis absolutely pure. The water is highly recommended by leading physicians for its purity, and it is used throughout the entire dining car system of the Baltimore &

Ohio Railroad. The spring is about two miles from the hotel and is encased in a wire house, securely roofed and locked, to

ment building or casino is provided with billiard and pool tables and an immense bowling alley.

The "Glades" furnish enchanting drives and bridle paths through the mountain forests, and consequently a suitable livery establishment is one of the features of Deer Park. Vehicles of all kinds can be furnished, from a dog-cart to a tally-ho, and good horses are available for either driving or riding. Accommodations are provided for horses and vehicles brought by guests to the Park. There are excellent roads for cycling; tennis courts and ball grounds. A well-laid-out nine-link golf course is a special feature. The morning band concerts and evening bops at the hotel are not overlooked.

Notwithstanding Deer Park has its own individual attractions, it is favored with the very best transportation facilities, the lack of which is so often a detriment to a summer resort. It is situated on the main line of the Baltimore & Ohio Railroad, and is only eleven hours ride from Cincinnati or New York; eight and one-half hours from Philadelphia; six and one-quarter hours from Baltimore; five and one-quarter hours from Washington; six hours from Pittsburg; eight and three-quarter hours from Columbus; twenty-one hours from St. Louis and eighteen and three-quarter hours from Chicago. From each of these cities through Pullman sleeping cars land passengers at the hotel. The day trains have parlor observation cars and dining cars.



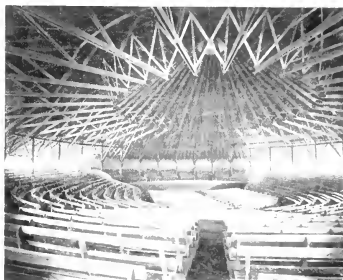
THE GROVE, MOUNTAIN LAKE PARK

absolutely prevent any impurities falling therein. The two swimming pools are each so spacious and the water so delightful that visitors to Deer Park enjoy all the pleasures of bathing as at a watering place. One of these pools is for the exclusive use of ladies and children, and the other for gentlemen; the temperature of the water is regulated by a complete system of heating. Turkish and Russian baths are connected with the swimming pools. A supplementary amuse-

MOUNTAIN LAKE PARK, MARYLAND.

About four miles from Deer Park is Mountain Lake Park, the annual meeting place of the Mountain Chautauqua and camp meetings. The Mountain Chautauqua was established in the fall of 1881, and every summer it is the scene of unwonted interest, as large gatherings of intelligent people hold their religious and secular meetings in buildings especially provided therefor. The large auditorium seats about six thousand people, adjoining which is a large building consisting of lecture and school rooms devoted to educational features. Ample provision is made for guests in the Mountain Lake Park Hotel and the Lock Lynn Heights Hotel. There are six or seven small hotels and many good boarding houses, besides over two hundred cottages, which have their temporary occupants dur-

ing the entire summer. This resort has been very popular with the states of Maryland, Pennsylvania, West Virginia and



AUDITORIUM, MOUNTAIN LAKE PARK

Ohio, and each summer there are days set apart for special entertainments, when at such times excursion rates are named to cover quite a contiguous territory, and each excursion is eagerly patronized. The season opens June 1, and from that time throughout the summer, Mountain Lake Park

becomes a combined resort of health and rest, with the advantages of school and lyceum. The park is on the main line of the Baltimore & Ohio Railroad and is easily reached by through trains east and west without change of cars.



OAKLAND, MARYLAND

OAKLAND, MARYLAND.

Six miles west of Deer Park and two miles west of Mountain Lake Park, is Oakland, which is a thriving little city with a regular population of fifteen hundred people. It contains many beautiful homes and is most picturesque. There are innumerable lovely private cottages in the neighborhood of Oakland owned by residents of distant cities, notably Cincinnati, Baltimore and Washington. These cottages are occupied every summer, and their owners claim the climate is the most delightful to be found.

Oakland is also on the main line of the Baltimore & Ohio Railroad, and all trains make regular stops.

The beautiful hotel, "The Oakland," has been renovated and refurnished, and will be opened about June 1, under an entirely new management. The hotel is most delightfully situated, with the mount-

ain as a background. It has a capacity for 350 guests and is crowded throughout the summer.

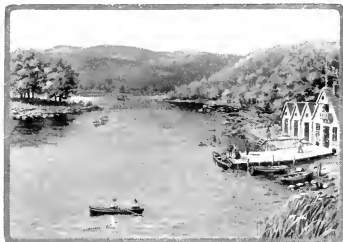


HOTEL OAKLAND, MARYLAND.

BROOKSIDE, WEST VIRGINIA.

Brookside, W. Va., is an attractive mountain resort ten miles from Oakland and twelve miles from Deer Park, over roads which are unsurpassed for smoothness and picturesque scenery. At the West Virginia line this road merges into the old North-

western Turnpike, which passes Brookside on its way to Wheeling. The resort derives its name from the propinquity of the Ryon Trout River, a tributary of the Youghiogheny River. Brookside is reached by the Baltimore & Ohio Railroad via Oakland.



BROOKSIDE, WEST VIRGINIA. NEAR OAKLAND.

AURORA, WEST VIRGINIA.

Another beautiful summer resort among the lofty mountains, and removed from the immediate vicinity of the railroad, is Aurora, in West Virginia, twelve miles from Oakland and about the same distance from Deer Park. It is one of those places where people dress as they please, and is free from

conventional formality. It is provided with two hotels and a dozen or more cottages. The scenery round about is that which is characteristic of the Cheat River territory for picturesqueness. Aurora is reached by the Baltimore & Ohio Railroad via Oakland.

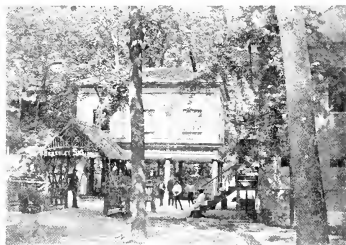


BROOKSIDE, WEST VIRGINIA. NEAR OAKLAND.

EGLON, WEST VIRGINIA.

A ten-mile drive from Oakland leads to this picturesque mountain home. Every summer its cottages and the one hotel are full of guests from all the principal cities. It is in the neighborhood of Aurora and

Brookside, and enjoys the same privileges and magnificent scenery. Like its sister resorts, Eglon is reached by the Baltimore & Ohio Railroad via Oakland.



BERKELEY SPRINGS, WEST VIRGINIA

BERKELEY SPRINGS, WEST VIRGINIA.

Berkeley Springs is situated on the Berkeley Springs branch of the Baltimore & Ohio Railroad, 100 miles west of Washington and 200 miles east of Pittsburg, on the eastern slope of the Alleghenies, and is of easy access from all of the larger cities of the country. It is one of the oldest resorts in the country, patronized by the Washingtons, Fairfaxes and other families of historic fame.

The springs are in an elevated and healthful mountain district, highly picturesque and possessing historic and social associations from the time of Washington to the present

day. They have been visited for more than a hundred years by thousands of people in search of health and pleasure. The water is used for both drinking and bathing, and when used as a bath at its natural temperature, 75 deg. Fahrenheit, is most delightful and invigorating. The waters flow from five springs at the rate of 2,000 gallons per minute. The Fairfax Inn, accommodating 200 people, furnishes accommodations at extremely reasonable rates. Besides the hotel there are six boarding houses in close proximity to the springs.

OHIO PYLE, PENNSYLVANIA.

There are few places in the mountains combining so many attractions as Ohio Pyle. The hotel grounds are only a few steps from the Baltimore & Ohio Railroad station, and upon a gently rising elevation which forces the Youghiogheny to change its course abruptly to the south. The houses are erected upon a high wooded knoll, which has been cleared for them for some distance around, and converted into a lawn flanked on two sides by a forest and on another by the river, while the remaining side is walled

in by the mountain ridge. The whole body of the Youghiogheny here pitches over the precipice, and to say that it seems to boil with rage, or that it writhes and fumes to a white heat, is to express but feebly the whirling caldron below. On one side of the river the mountains rise to a sheer height of hundreds of feet; on the other a romantic old mill, age-worn and moss-covered, lends a picturesqueness which artists' eyes love to behold.

HARPER'S FERRY, WEST VIRGINIA.

At the confluence of the Potomac and Shenandoah Rivers, nestled on the rocky promontory which marks the extreme eastern point of West Virginia, lies Harper's Ferry, on the main line of the Baltimore & Ohio Railroad. It is built upon a hill known as "Bolivar Heights," and is overshadowed by the mountains known as "London Heights," across the Shenandoah River in Virginia, and by "Maryland Heights," across the Potomac in Maryland. This historic town, unsurpassed in beauty and historic connections, is becoming more and more of a summer resort. Several well-equipped hotels and cottages are built in locations to command the finest scenery of the rivers and mountains, with prices within reach of all. Each summer has added to its popularity, and while not possessing any of the springs or other attractions which make up the average mountain retreat, it has a peculiar interest entirely its own and an unparalleled variety of scenery which bids fair to its becoming a resort

of great prominence in the near future.

Of the famous John Brown's raid there remains nothing but the monument where his improvised fort stood, and the foundation stones of the United States arsenal. The Government has marked with iron tablets the history of the Civil War. The old houses and churches still remain as in days gone by. Jefferson's Rock still commands that famous view of the Shenandoah made historic by Thomas Jefferson, whilst farther up the Shenandoah River, on the Virginia side, John Brown's fort stands by itself in a lonely field, where it was rebuilt on its return from the Chicago World's Fair. Harper's Ferry is at the head of the beautiful Shenandoah Valley, and the Valley Branch of the Baltimore & Ohio Railroad leads therefrom to all the famous resorts in the valley, so well known in the last hundred years, and as a consequence numbers of visitors locate at Harper's Ferry and make their pilgrimages therefrom down the beautiful valley.



BERKELEY SPRINGS, WEST VIRGINIA

BEDFORD SPRINGS, PENNSYLVANIA.

Bedford Springs, located at Bedford, Pa., ten miles from Hyndman station on the Baltimore & Ohio Railroad, in the Allegheny Mountains, 1,100 feet above tide-water, comprise the Magnesia Spring, the Sulphur Spring, the Pure Spring and the Iron Spring. The mountain air is bracing, the nights are delightful, with no mosquitos, and malaria is unheard of. It has been patronized as

a summer resort for three-quarters of a century, and the attractions of the place are well known.

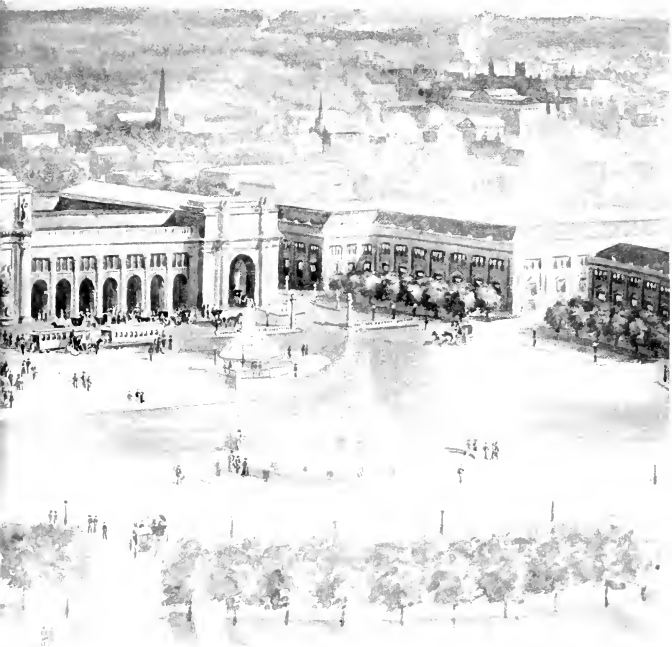
Celebrated as mineral waters have become all over the world for the cure of disease, there have been none to surpass, and in this country none to equal in virtue, the Bedford Magnesia Spring.

The Sulphur Spring rises on the west side



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THE PROPOSED NEW UNION STATION
Under construction on Baltimore & Ohio Railroad property
north of the present a



STATION AT WASHINGTON, D. C.

The station will be erected about one block and a half
more & Ohio station.

By permission of J. H. Rogers' Weekly

of Shover's Creek, about 200 yards distant from the Magnesia Spring. It is less copious than the others, and the water exhales a very strong odor of sulphureted hydrogen gas. Chemical experiments prove that it holds in solution carbonic acid, sulphureted

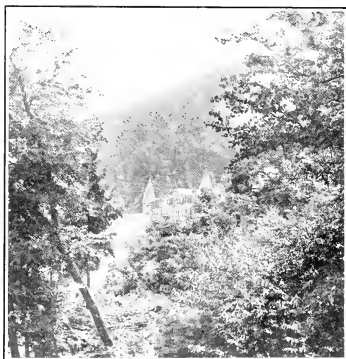
hydrogen gas, small quantities of lime, magnesia and common salt, and that it contains no iron. The water is very valuable in the treatment of blood diseases and chronic inflammation.

There are excellent hotel accommodations.

MARKLETON, PENNSYLVANIA.

Markleton Sanatorium is situated on the main line of the Baltimore & Ohio Railroad between Cumberland and Pittsburg, in a secluded nook in the Alleghenies, shut in by mountains from the outside world, affording a quiet restful retreat for the sick, the "run down" and the weary. The sanatorium is surrounded by beautiful and romantic walks and drives, and the forests and streams about it furnish splendid sport. The altitude is between 1,700 and 1,800

feet. The water, which is pure and abundant, comes from numerous springs high up on the mountain side. There is also a mineral spring, the water of which has proven highly beneficial in cases of dyspepsia and constipation. There are excellent physicians in attendance, and baths of all kinds, viz: salt, electric, Turkish, vapor, etc., are furnished. The hotel, with a capacity of 150, is open the year round.



MARKLETON SANATORIUM

SHENANDOAH VALLEY RESORTS.

CAPON SPRINGS, WEST VIRGINIA.

SITUATED on the western slope of the Great North Mountain, of the Shenandoah Range, at an elevation of 1,800 feet, Capon Springs offers a most delightful place in the mountains to spend the summer, and is reached via the Baltimore & Ohio Railroad, via Capon, W. Va.

The prevailing west winds, coming as they do from the top of the Alleghenies, give to the air a cool, dry freshness and crispness singularly invigorating and agreeable. Besides being a most attractive summer resort, it is one of the greatest health resorts in this country, and many are the men and women who owe their relief from suffering, their health and their strength, to Capon Springs.

The Capon Spring, which is an alkaline lithia water, is one of the best medicinal mineral, as well as one of the finest table waters in the world. The water gushes forth from the base of a picturesque mass of rock, in an abundant, bold stream—clear, light, sparkling, almost effervescent. There are also two iron springs near by, whose waters are a most excellent tonic.

The bathing establishment is perfect in its appointments, and baths can be had of any temperature desired in the water of Capon



CAPON SPRINGS, WEST VIRGINIA.

Spring. A swimming pool is supplied by an ever-running stream of alkaline lithia water.

JORDAN'S WHITE SULPHUR SPRINGS, VIRGINIA.

Jordan's White Sulphur Springs are situated one and one-half miles from Stephenson station, on the Baltimore & Ohio Railroad, in a most delightful district. The surrounding hills are covered with a luxuriant vegetation, and the climb to the top of almost any one of them is compensated by a series of magnificent views. The resort is a favorite one for families, many of them returning regularly season after season. The main spring, known as the White Sulphur, is in

the center of the grounds, although nearby are wells of pure, sweet water, free from mineral qualities. The country about Jordan's White Sulphur Springs lies some 500 feet above the level of Harper's Ferry, and therefore the pure air, together with the fragrance of the pines which cover the surrounding hills, is refreshing and healthful. As the name implies, the water is largely impregnated with sulphur and the minerals usually accompanying it.

RAWLEY SPRINGS, VIRGINIA.

Rawley lies in the very heart of the characteristic Shenandoah Valley, high up in the Shenandoah Mountains. It is reached by stage, eleven miles from Harrisonburg.

Chalybeate spring water characterizes the place and makes it one of the famous resorts for which Virginia is noted. It is a restful haven—one of those places where

one can get away entirely from the busy world and let Nature's remedies repair the loss from an over-worked body.

Harrisonburg, the railroad terminal, is on the Valley branch of the Baltimore & Ohio Railroad, via Harper's Ferry.

The main hotel affords accommodations for 125 persons.

SEASHORE RESORTS.

ATLANTIC CITY, NEW JERSEY.

ATLANTIC CITY, N. J., is the Acropolis of the hundred or more seaside resorts along the Atlantic Coast. It lies fifty-six miles south-east of Philadelphia, and by reason of its



THE BOARDWALK, ATLANTIC CITY

accessibility and its magnificent ocean front, has easily distanced its sister resorts in popularity.

It is on an island ten miles long and three-quarters of a mile wide at its widest point, separated from the mainland of New Jersey by an estuary of the ocean.

It is pronounced to be the largest, richest and most popular watering place in the world. Its season never comes to an end, which gives it a great advantage over all other resorts of its kind, for the proprietors of its prominent hotels do not reckon upon making the profits of one season carry them over to the next. There are over 1,200 hotels and cottages devoted to the transient population. Some of them are as magnificent in detail as can be found in the country. The rich can find luxury in its most profuse form, and the humble can procure less pretentious quarters and be comfortably provided for.

The splendid esplanade, or boardwalk, is free to all, rich and poor alike; and the magnificent bathing beach makes no distinction among its bathers. The boardwalk is five miles in length, reaching from the southern extremity of Atlantic City at

Chelsea, to the extreme northern end at the Inlet, where the waters of the ocean rush in and form the estuary which cuts the island from the mainland.

Thousands of people may be seen promenading the esplanade in a never-ending procession from early daylight, when the health seekers are eagerly whiffing the early morning salt air breezes from the ocean, until midnight, when the pleasure seekers are leisurely strolling toward their hotels.

The surf bathing which has made Atlantic City famous is one of the wonders of the world. It has been estimated on several occasions in the past three years that over 100,000 people have taken advantage of the bathing hours between eleven and one o'clock. The sight at this time defies description; men, women and children in bathing costumes of varied hues form a picture to be seen only at Atlantic City.

Aside from the seaside features, Atlantic City has amusements of every kind. Great iron piers extend hundreds of feet into the ocean. Each pier has its summer theater and band stands, and for a nominal price you can enjoy the comfortable chairs of the pier and listen to the music of the bands throughout the entire day.

The Baltimore & Ohio Railroad in connection with the Philadelphia & Reading Railway will conduct a series of popular excursions to Atlantic City from its territory east of the Ohio River and west of Washington Junction, Maryland.



ATLANTIC CITY, THE BATHING HOUR

CAPE MAY, NEW JERSEY.

At the southernmost point of New Jersey, at the mouth of the Delaware River, is Cape May, the sister resort of Atlantic City. It is the same distance from Philadelphia as Atlantic City, and differs from the latter inasmuch as there are more cottages owned by private individuals and a much less number of hotels. It is not a cosmopolitan watering place, but more of a resort of the

wealthy class. The bathing beach in many respects surpasses that of Atlantic City, but is not so popular with the multitude. The boardwalk of Cape May is similar to that of Atlantic City. It is the oldest resort on the Atlantic Coast, and is the most fashionable.

Cape May is reached by the Baltimore & Ohio Railroad in connection with the Philadelphia & Reading Railway.



THE INLET, ATLANTIC CITY

OCEAN CITY, NEW JERSEY.

Ocean City lies a few miles south of Atlantic City, and is reached by the Baltimore & Ohio Railroad in connection with the Philadelphia & Reading Railway. While

not as popular with the masses as Atlantic City or Cape May, it has a popular representation of the people each season.

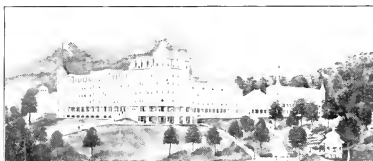


YACHT RACE, ATLANTIC CITY

INDIANA SPRINGS.

FRENCH LICK SPRINGS, INDIANA.

FRENCH LICK SPRINGS are located in Orange County, Ind., 150 miles from Cincinnati, and are reached by the Baltimore & Ohio Railroad and its connection, the Baltimore & Ohio South-Western Railroad, via Mitchell, Ind.



FRENCH LICK SPRINGS, INDIANA

The springs issue into a valley crescented by the knobs of the Cumberlands, beautifully located with unsurpassed views, surrounded by 300 acres of beautifully shaded lawn. The water emerges in gushing springs from a tertiary soil of rocky formation, rich in glauconite, crystals of calcium. It is a clear, colorless water of specific gravity

1020, that bursts with unusual boldness, with a uniform temperature of 55 deg. Fahrenheit during the winter and summer. "Pluto," the largest spring, has an output of eighty gallons per minute. The water from this spring has a phenomenal record in curing bowel, kidney, stomach and liver affections. "Proserpine," another spring, issues water of medium strength, and is used where only mild treatment is desired. "Bowles Springs," as compared with "Pluto" and "Proserpine," represents the mildest water and is by far, in virtue of its happy combinations of the elements, the best diuretic known. It is said to be the strongest chalybeate spring yet discovered. It has wonderful effects in cases of Bright's disease. The "Bath" Spring issues heavy alkaline water, rich in sulphur compound. It is bluish black in color and almost opaque.

The new hotel just completed at French Lick, materially increases the capacity for guests. The building is architecturally attractive and furnished in the most complete and elaborate manner.

WEST BADEN MINERAL SPRINGS, INDIANA.

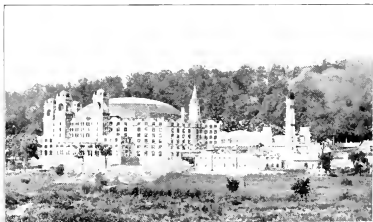
West Baden Springs are known as the "Carlsbad of America," and are but one mile from French Lick, reached by the Baltimore & Ohio and Baltimore & Ohio South-Western Railroad by way of Mitchell, Ind. There are no waters so favorably known for the cure of inebriation as those found at West Baden. They are an absolute specific for alcoholism in all its forms.

The large hotel is beautifully located and thoroughly up to date, containing over 600 rooms.

PAOLI LITHIA AND SULPHUR SPRINGS, INDIANA.

These springs are situated near French Lick and West Baden Springs, and have the same direct train connections at Mitchell, Ind., from points on Baltimore & Ohio and Baltimore &

Ohio South-Western Railroads, as have the other resorts. Paoli is supplied with amusements of various kinds, beside the benefits of the wonderful waters.



WEST BADEN SPRINGS, INDIANA

BATTLEFIELDS.

GETTYSBURG, PENNSYLVANIA.

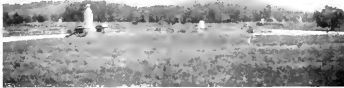
THE chief interest of Gettysburg is historic, and this it is that attracts tourists from all parts of the world. The greatest battle, considered the "high water mark" of the Civil War, was

during two critical hours. The National Cemetery, containing the remains of the Union soldiers who fell in the battle of Gettysburg, occupies about seventeen acres on Cemetery Hill adjacent to the village cemetery, and was dedicated with imposing ceremonies and an impressive address by President Lincoln, November 19, 1863. A soldier's monument, sixty feet high and surmounted by a colossal marble statue of Liberty, dedicated July 4, 1868, occupies the crown of the hill. At the base of the pedestal are four buttresses bearing marble statues of War, History, Peace and Plenty. Around the monument in semicircular slopes are arranged the graves of the dead, the space being divided by alleys and pathways into twenty-two sections—one for the regular army, one for the volunteers of each state represented in the battle, and three for



THE EMBITSBURG ROAD

fought here on the 1st, 2d and 3d of July, 1863, between the National forces under General Meade and the Confederate



Little Round Top.

GETTYSBURG

Big Round Top

army under General Lee. The principal object of interest, Cemetery Hill, so named from having long been the site of the village cemetery, forms the central and most striking feature at Gettysburg. Here were the Union headquarters, and standing on its crest the visitor has the key to the position of the Union forces during those eventful three days of July. Flanking Cemetery Hill on the west, about a mile distant, is Seminary Ridge, on which were General Lee's headquarters and the bulk of the Confederate forces. Other spots usually visited are Benner's Hill, Culp's Hill, Round Top and Little Round Top; also Willoughby Run, where Buford's cavalry held A. P. Hill's column in check

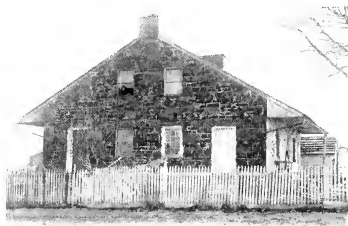
the unknown dead. The number of bodies interred here is 3,564, of which 994 have not been identified. Near the entrance to



GENERAL MEADE'S HEADQUARTERS, GETTYSBURG

the cemetery is a bronze statue of Major-General John F. Reynolds, who was killed in the first day's fight. Opposite the ceme-

reputation for their medicinal qualities. They are said to resemble the celebrated Vichy water, and are considered remedial



GENERAL LEE'S HEADQUARTERS, GETTYSBURG.

tery an observatory sixty feet high has been erected, commanding a fine view. Altogether there are now 348 monuments erected to perpetuate the memory of brave

in gout, rheumatism, dyspepsia and affections of the kidneys. The Springs Hotel accommodates the patients who resort here during the summer for treatment.



HIGH WATER MARK, GETTYSBURG

men, who fell during the three eventful days. Some of them are magnificent and costly, and all are unique.

One mile west of the borough are the Gettysburg Springs, whose waters, denominated katalsine, have acquired a wide

ANTIETAM, MARYLAND.

This famous battlefield, while not the national park that Gettysburg is, is full of interest. It is easily reached by way of the Baltimore & Ohio Railroad to Keedysville, Maryland.

LAKE ERIE RESORTS.

PUT-IN-BAY AND THE ISLANDS OF LAKE ERIE.

PUT-IN-BAY, which claims to be the most important summer resort west of the Allegheny Mountains, is one of the prettiest resorts of the Great Lakes. The island lies about twenty-two miles north of Sandusky, in Lake Erie,

on the island, and an electric railway, many handsome summer cottages, magnificent bathing beaches with bath houses, toboggan slides, etc. The surrounding islands are so close to Put-in-Bay as to make it the head of a large family of pleasure seekers. The



BALTIMORE & OHIO R. R. DOCKS, SANDUSKY

whilst close around it are Kelley's Island, Pelee, Middle Bass, Ballast, Gibraltar and many smaller islands, each of which have their distinct individuality.

Put-in-Bay Island is the largest and most attractive of the group. Its magnificent scenery, pure water, bracing atmosphere, entire absence of dew, superb boating, bathing and fishing have made it popular for years. There are five large hotels

famous fishing, for which Put-in-Bay and the islands are noted, needs no mention here. The islands are the headquarters for the yachting and canoeing associations of the middle West, and ever enthrust new interest to lovers of the aquatic sport.

These resorts are reached by the Baltimore & Ohio R. R. to Sandusky, and an excellent line of steamers meets all trains and makes deliveries of passengers to the islands.

CEDAR POINT, OHIO.



BATHING BEACH, CEDAR POINT

Cedar Point, Ohio, is the real "Coney Island" of the middle West. It is located on a narrow, semicircular neck of land, thickly wooded, extending out from the mainland east of Sandusky, Ohio, for a dis-

tance of several miles, and forms the southern head to Sandusky Bay. Steamers make the trip between Sandusky and Cedar Point every half hour.

LAKESIDE, OHIO.

Lakeside is another Lake Erie resort near Sandusky, and is known as the "Chautauqua" of the lakes. For more than twenty-five years it has attracted, enlightened and entertained its thousands of fre-

quenters. Chautauqua work, kindergarten, summer schools, bathing, fishing and boating, all combine to instruct and amuse patrons.

LAKE WAWASEE, INDIANA.

At Wawasee, Ind., on the Chicago Division of the Baltimore & Ohio Railroad, lies Lake Wawasee, or "Turkey Lake," as it was formerly known. This beautiful expanse of water, ten miles in length, lies at an elevation of 900 feet above the level of the sea and about 300 feet higher than Lake Michigan, into which its waters empty. It is the largest of the inland lakes of Indiana, and is one of the most popular summer resorts of Chicago and of many of the larger cities of Indiana, Illinois and Michigan.

It has been many years since "Turkey Lake," as it was then called, was a favorite

resort of canoeists and fishermen, who camped on its wild shores and enjoyed the rough life for a fortnight's vacation; but the attractions of this beautiful little lake were so great that it soon became a resort for families, and hotels and clubhouses sprang up here and there in place of the old canvas tents. Numerous beautiful private cottages dot its shores, and every season finds additional clubhouses to add to the liveliness of the scene.

There are four hotels at which reasonable rates can be obtained, from \$1.00 per day up, with special rates to parties.





Stub Ends of Thought

By ARTHUR G. LEWIS.



SMALL men in large positions are constrained to force their efforts out of proportion to their ability.

Those who possess the courage of their own convictions must be prepared to overcome the prejudice of others having no convictions to possess.

LET us not starve upon the disappointment of yesterday, but strive to nourish ourselves with the hope of to-morrow.

In the little hearts of children alone lives the sweet secret of contented peace.

THERE is no line in the license of matrimony that permits censure.

LET us deal tenderly with those who possess our own faults, and in the mirror of another see and correct the distorted image of ourselves.

THE generosity of some people is often largely regulated by the liberality of others.

It is indicative of strength to possess power, but an illustration of weakness to lose it.

LOVE learns the best lesson of love from the hand of friendship.

ONLY those who pull against the stream can feel and realize the great strength of the opposite current.

THE best possible illustration of consistent economy is proven by the result of intelligent expenditure.

LOVE of all kinds, at all times, is beautiful, but that tested by sin and adversity is divine.

SMALL prejudices and small minds are synonymous weaknesses of human nature.

I NEVER believed that humanity possessed a weakness of which its critic was entirely innocent.

WE all exaggerate more or less, and only careful effort in this respect prevents the development of a failure into a fault.

THE resolute enforcement and provision for to-morrow should be considered equally essential with the demands of to-day.

MOTHER.

BY ARTHUR G. LEWIS.

In the great warm heart of the country,
In the soul of our sacred pride,
One memory lives forever;
And the warmth of our home fireside,
With loving retrospection
To the present comes again,
As a day of rest from sorrow
Oft follows a night of pain.
And tender recollections
Of the mother gone away,
Wears yesterday's laurels with honor
On the heart of our love to-day;
As a kiss of a past devotion
Outlives what we fain forget,
And the breath of a rose, tho' broken,
Blooms sweet in our memory yet.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EASTWARD	No. 504 DAILY	No. 526 EXCEPT SUNDAY	No. 522 SUNDAY	No. 528 EX. SUND. 5 HOUR	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 136 EXCEPT SUNDAY	No. 508 DAILY	No. 516 DAILY	No. 540 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	AM
Lv. WASHINGTON	7.00	8.30	9.00	10.00	1.00	3.00	4.00	5.00	8.00	11.30	3.00
Lv. BALTIMORE, CAMDEN STATION	7.55	9.19	9.52	10.50	1.55	3.49	4.55	5.50	9.00	12.39	3.51
Lv. BALTIMORE, MT. ROYAL STATION	8.00	9.24	9.57	10.54	1.59	3.53	5.00	6.05	9.05	12.44	3.55
Ar. PHILADELPHIA	10.15	11.27	12.11	12.53	4.05	5.51	7.20	8.19	11.40	3.10	6.00
Ar. NEW YORK, LIBERTY STREET	12.35	1.40	2.30	3.00	6.30	8.00	10.40	3.20	5.52	8.32	
Ar. NEW YORK, SOUTH FERRY	12.40	1.45	2.35	3.05	6.35	8.05	10.50				8.36
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

WESTWARD	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 527 EXCEPT SUNDAY 5 HOUR	No. 507 DAILY	No. 135 EXCEPT SUNDAY	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 525 DAILY	No. 503 DAILY	No. 515 DAILY
	NIGHT	AM	AM	AM	PM	PM	PM	PM	PM	NIGHT
Lv. NEW YORK, SOUTH FERRY	12.10	8.25	10.25	11.25	12.55	-----	3.35	4.55	6.55	12.10
Lv. NEW YORK, LIBERTY STREET	12.15	8.30	10.30	11.45	1.00	-----	3.40	5.00	7.00	12.15
Lv. PHILADELPHIA	7.40	10.49	12.48	1.52	3.08	4.20	5.48	7.26	9.33	3.35
Ar. BALTIMORE, MT. ROYAL STATION	9.48	12.56	2.56	3.51	5.06	6.45	7.46	9.46	11.46	6.00
Ar. BALTIMORE, CAMDEN STATION	9.52	1.00	3.00	3.55	5.10	6.50	7.50	9.50	11.50	6.05
Ar. WASHINGTON	10.47	1.50	4.00	4.45	5.10	7.55	8.40	10.50	12.50	7.25
	AM	PM	PM	PM	PM	PM	PM	PM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 47 EXPRESS DAILY
Lv. NEW YORK, SOUTH FERRY	10.25 AM	12.55 PM	N 3.35 PM	6.55 PM	12.10 NT	12.10 NT	6.55 PM	-----
Lv. NEW YORK, LIBERTY STREET	10.30 AM	1.00 PM	N 3.40 PM	7.00 PM	12.15 NT	12.15 NT	7.00 PM	-----
Lv. PHILADELPHIA	12.48 PM	3.08 PM	+ 4.20 PM	9.33 PM	7.40 AM	7.40 AM	9.33 PM	-----
Lv. BALTIMORE, MT. ROYAL STATION	2.56 PM	5.08 PM	-----	11.46 PM	9.48 AM	-----	11.46 PM	-----
Lv. BALTIMORE, CAMDEN STATION	3.00 PM	5.20 PM	7.30 PM	12.00 NT	10.00 AM	9.00 AM	12.00 NT	-----
Lv. WASHINGTON	4.15 PM	6.20 PM	8.45 PM	1.10 AM	11.00 AM	10.05 AM	1.00 AM	-----
Ar. DEER PARK HOTEL	-----	-----	-----	-----	-----	-----	-----	-----
Ar. PITTSBURG	-----	-----	7.00 AM	-----	7.45 PM	-----	9.15 AM	Lv. 3.05 PM
Ar. CLEVELAND	-----	-----	12.35 PM	-----	-----	-----	-----	9.40 PM
Ar. WHEELING (EASTERN TIME)	-----	6.40 AM	-----	-----	7.45 PM	-----	-----	Lv. 3.30 PM
Ar. COLUMBUS	-----	9.50 AM	-----	-----	9.00 AM	-----	-----	9.25 PM
Ar. CHICAGO	-----	7.00 PM	-----	-----	-----	-----	-----	6.50 AM
Ar. CINCINNATI	8.05 AM	-----	-----	5.35 PM	-----	2.35 AM	-----	-----
Ar. INDIANAPOLIS	11.45 AM	-----	-----	10.35 PM	-----	-----	-----	-----
Ar. LOUISVILLE	11.52 AM	-----	-----	9.30 PM	-----	-----	-----	-----
Ar. ST. LOUIS	5.25 PM	-----	-----	7.28 AM	-----	-----	-----	-----
Ar. CHATTANOOGA	6.00 PM	-----	-----	6.25 AM	-----	-----	-----	-----
Ar. MEMPHIS	11.00 PM	-----	-----	8.30 AM	-----	-----	-----	-----
Ar. NEW ORLEANS	10.00 AM	-----	-----	8.00 PM	-----	-----	-----	-----

A Train No. 5 makes connection at Cumberland.
Through Pullman Sleepers to all points. N Connection east of Philadelphia is made with No. 609, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 EXPRESS DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE S.M. DAILY	No. 46 EXPRESS DAILY	Nos. 14 & 46 EXPRESS DAILY
Lv. CHICAGO	-----	-----	3.30 PM	10.40 AM	-----	-----	8.00 PM	7.00 PM
Lv. COLUMBUS	-----	-----	-----	7.20 PM	-----	-----	-----	-----
Lv. WHEELING (EASTERN TIME)	-----	5.00 PM	-----	12.35 AM	-----	-----	-----	10.50 AM
Lv. CLEVELAND	-----	-----	10.15 PM	-----	1.00 PM	-----	-----	-----
Lv. PITTSBURG	-----	-----	8.00 AM	-----	9.00 PM	6.30 PM	1.00 PM	-----
Lv. ST. LOUIS	* 9.30 AM	2.05 AM	-----	-----	-----	9.08 PM	-----	-----
Lv. LOUISVILLE	+ 2.10 PM	8.10 AM	-----	-----	-----	2.30 AM	-----	-----
Lv. INDIANAPOLIS	+ 2.45 PM	8.05 AM	-----	-----	-----	-----	-----	-----
Lv. CINCINNATI	* 6.35 PM	12.15 PM	-----	-----	-----	8.00 AM	-----	-----
Lv. NEW ORLEANS	-----	7.05 PM	-----	-----	-----	9.15 AM	-----	-----
Lv. MEMPHIS	-----	6.50 AM	-----	-----	-----	8.40 PM	-----	-----
Lv. CHATTANOOGA	-----	10.40 PM	-----	-----	-----	-----	-----	-----
Lv. DEER PARK HOTEL	-----	-----	-----	-----	-----	-----	-----	-----
Ar. WASHINGTON	12.40 PM	6.41 AM	4.42 PM	1.30 PM	6.30 AM	2.46 AM	11.05 PM	11.05 PM
Ar. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.47 AM	12.25 PM	12.25 PM
Ar. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.55 AM	12.44 PM	12.44 PM
Ar. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.10 AM	3.10 AM
Ar. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	5.52 AM	5.52 AM
Ar. NEW YORK, SOUTH FERRY	6.35 PM	12.40 PM	10.50 PM	6.35 PM	12.40 PM	-----	-----	-----

Through Pullman Sleepers from all points. * Daily. + Daily except Sunday.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

**ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.**

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

- No. 512.** Drawing Room Buffet Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia.
- No. 504.** Drawing Room Sleeping Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
- No. 526.** Buffet Parlor Car Washington to New York.
- No. 522.** Parlor Car Washington to New York. Dining Car, serves dinner table d'hote, Philadelphia to New York.
- No. 528.** **Five Hour Train.** Parlor Car Washington to New York. Dining Car, table d'hote, Baltimore to New York.
- No. 502.** Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
- No. 524.** **"Royal Limited." Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hote, Philadelphia to New York. No extra fare other than regular Pullman charge.
- No. 136.** Buffet Parlor Car, Washington to Philadelphia.
- No. 506.** Observation Parlor Car Washington to Baltimore. Drawing Room Sleeping Car Washington to New York. Dining Car, table d'hote, Baltimore to New York.
- No. 546.** Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

- No. 505.** Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Washington and Pittsburg.
- No. 517.** Buffet Parlor Car New York to Washington.
- No. 501.** Drawing Room Sleeping Car New York to Washington. Dining Car, a la carte, Philadelphia to Baltimore.
- No. 527.** **Five Hour Train.** Parlor Car New York to Washington. Dining Car, table d'hote, New York to Baltimore.
- No. 507.** Drawing Room Sleeping Car New York to Washington. Dining Car, table d'hote, New York to Philadelphia, and Dining Car, a la carte, Baltimore to Washington.
- No. 135.** Buffet Parlor Car Philadelphia to Washington.
- No. 509.** **"Royal Limited." Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hote, Philadelphia to Washington. No extra fare other than regular Pullman charge.
- No. 525.** Parlor Car New York to Washington. Dining Car, table d'hote, New York to Baltimore.
- No. 503.** Buffet Drawing Room Sleeping Cars New York to Cincinnati and Pittsburg.
- No. 515.** Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

**Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.**

WESTWARD.

- No. 1.** Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Baltimore to Cincinnati. Dining Cars serve all meals. Cafe Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.
- No. 7.** Drawing Room Sleeping Car New York to Chicago via Grafton and Beilaire. Sleeping Car Baltimore to Columbus. Combination Parlor and Sleeping Car Washington to Wheeling. Dining Cars serve all meals.
- No. 9.** Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.
- No. 3.** Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Washington to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Buffet serves supper; Dining Cars serve balance of meals.
- No. 11.** **"Pittsburg Limited."** Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellsville to Pittsburg.
- No. 5.** Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Dining Cars serve dinner, supper and breakfast.
- No. 47.** Buffet Drawing Room Sleeping Car Cumberland to Chicago. Buffet Sleeping Car Wheeling to Chicago.
- No. 55.** Drawing Room Sleeping Car New York to Cincinnati. Parlor Car Baltimore to Wheeling. Dining Cars Martinsburg to Cumberland and Grafton to Cincinnati.

EASTWARD.

- No. 2.** Drawing Room Sleeping Car St. Louis to New York. Observation Sleeping Car Cincinnati to Washington. Dining Cars serve all meals. Cafe Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati.
- No. 4.** Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Parkersburg to Baltimore. Buffet Parlor and Sleeping Car Wheeling to Washington. Dining Cars serve all meals.
- No. 6.** Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Baltimore. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.
- No. 8.** Drawing Room Sleeping Car Chicago to New York. Sleeping Car Columbus to Baltimore. Dining Cars serve all meals except breakfast at Cumberland.
- No. 10.** Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.
- No. 12.** **"Duquesne Limited."** Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville. Dining Car Cincinnati to Grafton.
- No. 46.** Buffet Drawing Room Sleeping Car Chicago to Cumberland. Drawing Room Sleeping Car Chicago to Cleveland. Parlor Car Wheeling to Baltimore.
- No. 14.** Buffet Drawing Room Sleeping Car Chicago to Wheeling

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

AKRON, OHIO. Union Station, C. D. HOSODLE, Ticket Agent. Howard Street, U. S. G. ARLEY, Ticket Agent.
BALTIMORE. N. W. Cor. Charles and Saratoga Streets, Y. M. C. A. Building, G. D. CRAWFORD, Ticket Agent; B. F. BOND, District Passenger Agent. Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, CHAS. COCKEY, Ticket Agent.
BELL LAIRE, OHIO. J. F. SHERIDAN, Ticket Agent.
BOSTON. 360 Washington Street, J. P. TUGGARE, New England Passenger Agent, E. E. BARKER, Ticket Agent.
BROOKLYN, N. Y. 345 Fulton Street, T. H. HENDERSON, Ticket Agent.
BUFFALO, N. Y. 20 Elliott Square, H. A. WELLS, Eastern Passenger Agent, B. & O. S.-W.
BUTLER, PA. Wm. TURNER, Ticket Agent.
CANTON, OHIO. S. S. C. McGREW, Ticket Agent.
CHESTER, PA. A. M. D. MULLINIX, Passenger and Ticket Agent.
CHICAGO. 214 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent, H. W. MCKEWIN, City Ticket Agent. General Passenger Office, Merchants' Loan & Trust Building, C. G. LEMMON, Traveling Passenger Agent. Grand Central Station, Cor. Harrison Street and 5th Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 221 Michigan Avenue, F. E. SCOTT, Ticket Agent.
CHILLICOTHE, OHIO. J. H. LARRABEE, Traveling Passenger Agent, B. & O. S.-W.
CINCINNATI, OHIO. B. & O. S.-W., 430 Walnut Street, Traction Bldg., J. B. SCOTT, District Passenger Agent, C. H. WISEMAN, City Ticket Agent; J. E. REICHMAN, Passenger Agent. Central Union Station, E. REISING, Station Passenger Agent; Wm. BROWN, Depot Ticket Agent.
CITY OF MEXICO, MEX. D. BARKHART, Agents General, B. & O. S.-W., Apartado 260.
CLEVELAND, OHIO. 21 Superior Street, M. G. CARREL, Division Passenger Agent; G. W. SQUIGGINS, Traveling Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.
COLUMBUS, OHIO. No. 5 North High Street, D. S. WILDER, Division Passenger Agent, W. W. TAMAGE, Ticket Agent. Union Depot, E. PAGELS, Ticket Agent.
CONNELLSVILLE, PA. J. T. LANE, Traveling Passenger Agent; H. L. DOUGLAS, Ticket Agent.
COVINGTON, KY. Fourth and Scott Streets, G. M. ABBOTT, Ticket Agent.
DALLAS, TEXAS. J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.
DENVER, COLO. S. M. SHATTUCK, Traveling Passenger Agent, B. & O. S.-W.
HARPER'S FERRY, W. VA. C. E. DUBROW, Traveling Passenger Agent.
KANSAS CITY, MO. Box 261, A. C. GOODRICH, Traveling Passenger Agent, B. & O. S.-W.
LORAIN, OHIO. C. A. MELIN, Ticket Agent.
LOUISVILLE, KY. B. & O. S.-W., 14 and Main Sts., R. S. BROWN, District Passenger Agent, J. G. ELGIN, City Passenger Agent; EVAN PROSSER, Traveling Passenger Agent; H. H. DORNEY, City Ticket Agent. 11th St. Station, A. J. CROSE, Ticket Agent.
MANSFIELD, OHIO. C. W. JONES, Ticket Agent.
MARIETTA, OHIO. G. M. PAYNE, Depot Ticket Agent, M. F. NOLL, City Ticket Agent, First National Bank Building.
MASSILLON, OHIO. E. P. EDGAR, Ticket Agent.
NEWARK, N. J. E. E. HENDERSON, Ticket Agent.
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Baltimore
& Ohio R.R.



WASHINGTON





Reduced Fares Authorized FOR Summer Season, 1904.



ATLANTIC CITY AND SEASHORE.

Special low-rate excursions from all points east of the Ohio River on June 30, July 14 and 28, August 11 and 25 and September 8.

ATLANTIC CITY.

Imperial Council, Ancient Order of Mystic Shrine, July 13-15.

BOSTON, MASS.

National Encampment G. A. R., August 15-20.

DETROIT, MICH.

Baptist Young People's Union of America, July 7-10.

INDIANAPOLIS, IND.

National Prohibition Convention, June 28-30.

LOS ANGELES, CAL.

General Conference Methodist Episcopal Church, May 3.

PITTSBURG, PA.

National Association Manufacturers United States, May 17-19.

SAN FRANCISCO, CAL.

Triennial Conclave, Knights Templar, September 5-9.

SAN FRANCISCO, CAL.

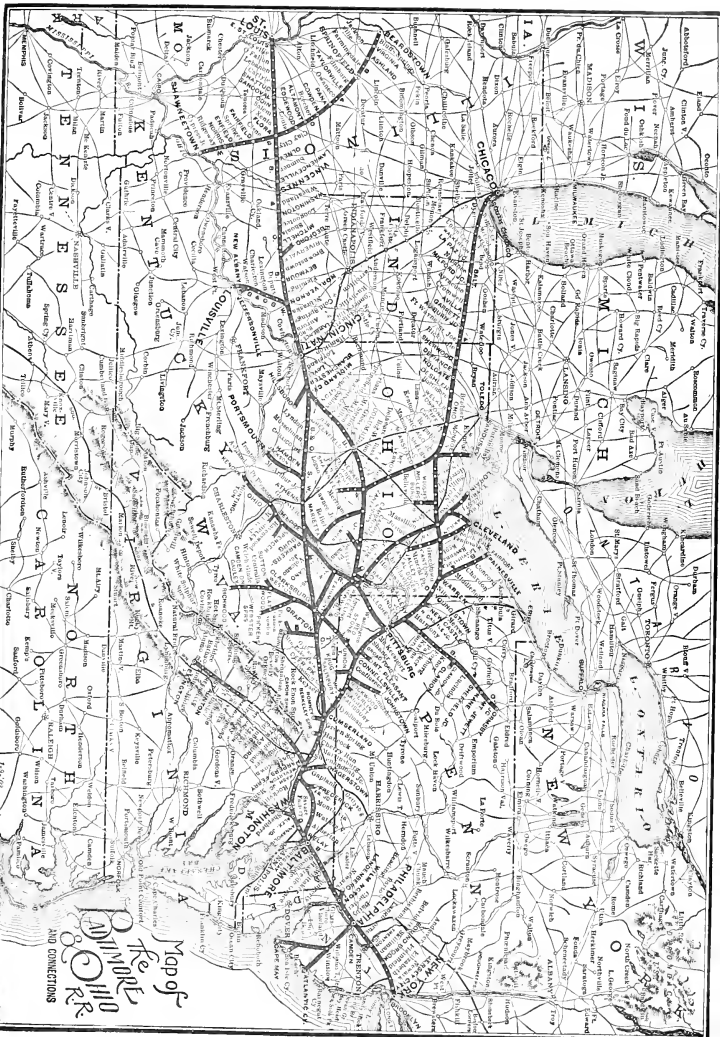
Sovereign Grand Lodge I. O. O. F., September 19-25.

SAN FRANCISCO, CAL.

National Association Retail Grocers, May 3-8.

TORONTO, ONT.

Friends' General Conference, August 10-19.



Baltimore



Ohio

R.R.

EAST AND WEST



CALENDAR - 1904



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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10	11	12	13	14	15	16	14	15	16	17	18	19	20	13	14	15	16	17	18	19	10	11	12	13	14	15	16
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24	25	26	27	28	29	30	28	29						27	28	29	30	31			24	25	26	27	28	29	30
31																											

MAY							JUNE							JULY							AUGUST						
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15	16	17	18	19	20	21	19	20	21	22	23	24	25	17	18	19	20	21	22	23	21	22	23	24	25	26	27
22	23	24	25	26	27	28	26	27	28	29	30			24	25	26	27	28	29	30	28	29	30	31			
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SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
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22	23	24	25	26	27	28	30	31																			

ROYAL BLUE TRAINS

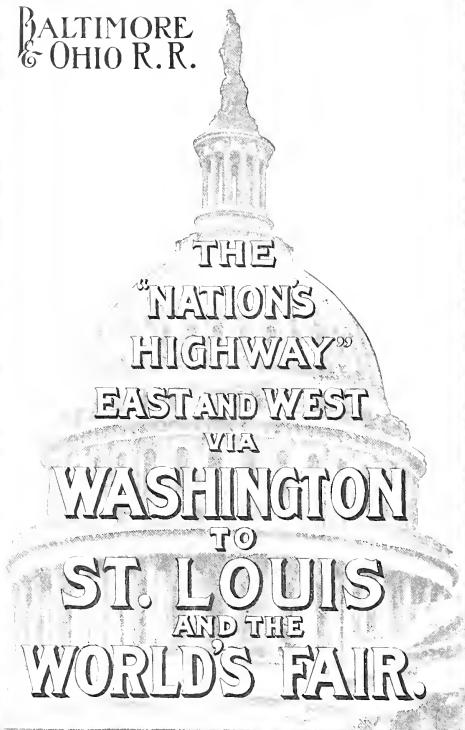
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ROYAL BLUE



BALTIMORE
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THE
"NATION'S
HIGHWAY"
EAST AND WEST
VIA
WASHINGTON
TO
ST. LOUIS
AND THE
WORLD'S FAIR.



New York, Philadelphia, Baltimore Washington, Cincinnati and St. Louis Line

Three vestibuled trains daily each way comprise the excellent service between the Metropolis and the World's Fair City. This route will be the favorite highway during the Louisiana Purchase Exposition in 1904, between the East and the West. The Trains are modern throughout. The Coaches are marvels of comfort. The Drawing-Room Sleeping Cars are spacious. The Dining Car service is unexcelled. The Scenery world-renowned.

(See time tables in back of Magazine.)

Baltimore & Ohio World's Fair Service

Pittsburg, Columbus, Cincinnati and St. Louis Line

Three vestibuled trains daily each way comprise the excellent service between Pittsburg and St. Louis morning, noon and night. These trains have entirely new equipment. The day trains with Cafe and Dining Cars and the night trains with Drawing-Room Sleeping Cars. The Coaches are of new design with spring-raising windows and sanitary ventilation.

The World's Fair Flyer leaves Pittsburg at 1.30 p. m. daily.

A solid vestibuled train with through

Coaches, Sleeping Car and Dining Car.

Lv PITTSBURG	8.30 a. m.	1.30 p. m.	8.50 p. m.
Lv WHEELING	10.45 a. m.	3.43 p. m.	11.25 p. m.
Lv COLUMBUS	2.35 p. m.	7.20 p. m.	3.50 a. m.
Ar CINCINNATI	5.50 p. m.	10.30 p. m.	7.30 a. m.
Ar ST. LOUIS	7.23 a. m.	7.58 a. m.	6.00 p. m.



Reduced Fares Authorized St. Louis World's Fair Baltimore & Ohio R. R.



NOW IN EFFECT.

SEASON EXCURSION TICKETS will be sold daily during the period of the Exposition, with final return limit of December 15, 1904.

SIXTY-DAY EXCURSION TICKETS will be sold daily during the period of the Exposition, with final return limit of sixty (60) days, but not later than December 15, 1904.

FIFTEEN-DAY EXCURSION TICKETS will be sold daily during the period of the Exposition, with final return limit of fifteen (15) days, including date of sale.

COACH EXCURSION TICKETS will be sold only for specified dates and trains. The first date will be May 17, and other dates will be announced later. Tickets will be good in Day Coaches only on special or designated trains going, and on regular trains returning, limited for return passage, leaving St. Louis not later than ten (10) days including date of sale.

VARIABLE-ROUTE EXCURSION TICKETS will be sold daily during the period of the Exposition, with final return limit of December 15, 1904, and sixty (60) days, according to limit desired.

STOP-OVERS not exceeding ten (10) days at each point will be allowed at Philadelphia, Baltimore, Washington, Deer Park, Mountain Lake Park, Oakland, Mitchell, Indiana (for French Lick and West Baden Springs), and Niagara Falls, within return limit, upon notice to Conductor and deposit of ticket with Depot Ticket Agent immediately upon arrival.

STOP-OVERS not exceeding ten (10) days will be allowed at St. Louis on all one-way (except Colonist tickets to the Pacific Coast) and round-trip tickets reading to points beyond, upon deposit of ticket with Validating Agent and payment of fee of \$1.00.

EXCURSION FARES.

Going and Returning same Route.

FROM	Season Fare.	60-Day Fare.	15-Day Fare.	Coach Fare.
New York, N. Y.	\$34.00	\$28.35	\$23.25	\$18.00
Philadelphia, Pa.	34.00	28.35	23.25	17.00
Chester, Pa.	34.00	28.35	23.25	17.00
Wilmington, Del.	34.00	28.35	23.25	17.00
Newark, Del.	34.00	28.35	23.25	17.00
Baltimore, Md.	33.60	28.00	23.00	17.00
Washington, D. C.	33.60	28.00	23.00	17.00
Hagerstown, Md.	33.20	27.70	22.75	16.00
Frederick, Md.	33.60	28.00	23.00	16.00
Cumberland, Md.	30.40	25.35	21.00	15.00
Grafton, W. Va.	27.20	22.70	19.00	13.00

Corresponding Rates from other Points.

For additional information concerning routes, rates, time of trains, etc., call on ticket agents

BOOK OF THE ROYAL BLUE.

WILLIAM ELLIOTT LOWES, EDITOR.

TABLE OF CONTENTS.

MAY, 1901.

HUMORIST	LOCATION	CONTRIBUTION	CARTOONIST	PAGE
Adams, James Barton	Post, Denver, Colo.	The Ruin of Baldtail Bend	A. W. Steele	24
Alexander, Griff.	Dispatch, Pittsburg, Pa.	Faith-Hearted	Shinghuff	15
Applegarth, G. S.	Evening News, Buffalo, N. Y.	Rye Baited Tars	G. S. Applegarth	25
Bixby, A. L.	State Journal, Lincoln, Neb.	Hearing the Corn Grow	Herbert Johnson	32
Boice, T. H.	Chronicle-Telegraph, Pittsburg	The Humorists' Mission	Charles M. Payne	21
Burdick, A. J.	Herald, Los Angeles, Cal.	A Dream of Bills Spring Poems as They are Sprung	R. K. Culver	30
Burgoyne, A. G.	Leader, Pittsburg	A Blue Streak	F. E. Johnston	26
Clanahan, W. L.	Post-Dispatch, St. Louis	A Sonnet of Lucre	Oscar Chopin	6
Cooke, Edmund Vance	Lecturer, Cleveland, O.	Otto and His Auto	W. T. Wallace	11
Daly, T. A.	Press, Philadelphia	Bed-fellows Dear, Unselfish Dan	John De Mar	21
Dunroy, W. R.	Chronicle, Chicago	It is to Laugh Violets	A. S. Harkness	10
Fitch, George	Nonpareil, Connell Bluffs, Ia.	When You Get a Raise in Pay	Jay N. Darling	38
Foley, J. W.	Tribune, Bismarck, N. D.	A Revere of Spring	G. W. Rease Minneapolis	7
Gillman, Strickland, W.	American, Baltimore	Contrasts Buttin' In	McKee Barclay	2 45, 49
Graves, R. S.	Evening Press, St. Joseph, Mo.	Gravestones		41
Hermann, Victor A.	Baltimore	The Sauntering Scribe	W. R. Bradford	42
Hogboom, Winfield	Herald, Los Angeles, Cal.	An Obituary—A Curio	R. K. Culver	40
Herschell, W. M.	News, Indianapolis	An Humble Wording	Ken Hubbard	22
Holart, Geo. V.	Bretton Hall, New York City	John Henry and the Benzine Buggy	A. B. Crossbey	43, 44
Hooper, Osman C.	Dispatch, Columbus, O.	The Hairless Lip	W. A. Ireland	29
Hunter, W. H.	Post, Washington, D. C.	Paragraphs	C. K. Berryman	25
Kiser, S. E.	Record-Herald, Chicago	Just a Girl The Boy Who Doesn't Take After Anybody	J. T. McCutcheon	8
Kirk, Wm. F.	Sentinel, Milwaukee, Wis.	The Norsk Nightingale	Ringle	32
Launton, W. J.	New York City	Behold a Poet Old	W. J. Scott	20
Lewis, Arthur G.	Norfolk, Va.	Stuh Ends of Thought and Heart Verse		4
Love, Robertus	The Valley Spirit, St. Louis, Mo.	The Missouri Meerschaum	Carlisle Martin	3
Mayfield, A. U.	Times, Denver, Colo.	Monologues		36
McCardell, Roy L.	The World, New York	Prescott, the Poet	Gene Carr	16, 17
McGaricle, John T.	American, Baltimore	The Man Who Makes You Laugh		20
Nesbit, W. D.	Tribune, Chicago	An Odyssey of K's	J. T. McCutcheon	9
Newkirk, Newton	Post, Boston	Love Me, Love My Dog	Norman Ritchie	29
Oliver, E. A.	Statesman, Yonkers, N. Y.	Paragraphs	Leon Barritt	43
Raper, Jno. W.		Howdy, Mister Buckwheat Cake		18
Reese, Lowell Otis	Bulletin, San Francisco, Cal.	Wait of the Newspaper Grind	Tad	14
Robbins, L. H.	News, Newark, N. J.	On Raising Chickens	L. H. Robbins	34
Rose, W. R.	Plaindealer, Cleveland	The Philosopher of the Back Plat- form	J. H. Donahay	12
Singer, Edward	Sun, Indianapolis	The Good Little Boy and the Bad Big Man	John Grupp	23
Searlight, Frank	Record, Los Angeles, Cal.	War's Horrors in Rag Time	R. K. Culver	35
Stefnel, Alvin T.	Beacon, Wichita, Kan.	Farming in Kansas		25
Smith, Victor	Press, New York	Fishing	By Himself	19
Stinson, S. S.	Record, Philadelphia	Philosophy of a Dyspeptic Just as Like as Not	John De Mar	5, 6
Stuart, J. C.	Republican, Denver, Colo.	Notions that Have Struck Me	Howard Macon	31
Sullivan, J. T.	Globe, Boston, Mass.	My Darling	G. H. Blati	14
Taher, Harry P.	McClure's, New York	An Over Production		15
Warner, H. E.	Press, Binghamton, N. Y.	The Retiring President	McKee Barclay	1
Wilson, McLandburgh	New York City	His Flasco		22



MOST books and magazines have fallen into the habit of using their piece-de-resistance for the frontispiece, so's to interest you in the beginning and incite your curiosity as to the contents. Not so here; for this is a composite, and it is anticipated you will know the authors, or at least some of them, and be amused at their witticisms. Fun is said to be contagious, but if this humor is not of the taking kind it is hoped the cartoons will compensate by recalling some familiar writer who may have pleased you in the press.

However, the contributors have done their best, which in some cases is their worst. The management of the World's Fair at St. Louis have at least appreciated their efforts to amuse by immortalizing the Amercian Press Humorists with a special day in their honor on June 1. Therefore, to the great Louisiana Purchase Exposition, together with the Humorists, this edition of the BOOK OF THE ROYAL BLUE is respectfully dedicated.

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY.

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VOL. VII.

BALTIMORE, MAY, 1904.

NO. 8.



THE RETIRING PRESIDENT

Mr. Henry Edward Warner, formerly of the Baltimore News and first President American Press Humorists' Association. Gone to Binghamton, N. Y., to edit a paper, thereby cutting off all communication with the world.

"When Harry Eddie goes to bed, it
Proclaims he's got too tired to edit."
(By his friends.)



FINNEGAN'S DREAM.

CONTRASTS.

The man who boozes hardest gets the praise when he reforms;
 The man who's been the coldest feels the gladdest when he warms;
 The man who's been the wettest feels the finest when he's dried;
 A baby's laugh is sweeter when we know it lately cried;
 The balky horse that goes will get the credit every time;
 The clock that stops the oftenest gives out the sweetest chime;
 The naughtiest of sinners gets the glory when he's saved;
 The man that's often stubbly gets the compliments when shaved.

The train that's called the slowest gets the headlines when it speeds;
 The grumpy man wins laurels when financially he bleeds;
 The sickly looking athlete sets the bleachers fairly wild,
 And people rave when ugly folks produce a handsome child;
 The student who is dumber than the very dullest ox,
 Gets credit, when he wakens, with the shrewdness of a fox;
 The fool who's bright by accident gets credit for the brains,
 And healthy folks who sicken have the terriblest of pains.

The seed that lay the longest in the ground, with ne'er a sprout,
 We raved about the hardest when it finally came out;
 The book in which the author claimed to put the most of soul
 Came back upon the publishers and left them in the hole;
 The eye in which a clunk of dirt was lodged for half a day
 Felt better than the other when you'd gouged the dirt away,
 In fact, the sunnier's cloudier, and you'll have to guess the rest,
 But fines we think the funniest often please the public best.

Strickland W. Gillilan (Baltimore American).



A PIPE DREAM

THE MISSOURI MEERSCHAUM.

Some swear by light Havana leaf that's rolled in slim cigars
 By swarthy Cubans' nimble hands beneath the southern stars,
 And when they puff the fragrant weed, mayhap the curling rings
 Show visions of fandangoes gay, and strumming, humming strings.
 I know not—but in truth I know My Lady Nicotine
 For me enchantments lovelier hath, delights more kind and keen;
 The pipe that grows in happy fields where I so yearn to be—
 The old Missouri meerschaum, lads, and that's the smoke for me!

So I smoke my corn-cob pipe
 And I dream of apples ripe
 In the orchard by the road;
 Of the fields of corn I hoed
 Where my boyhood dreams were born.
 Oh, the far-off fields of corn,
 With the river flowing by
 And the waving woods a-nigh!

Let dilettante clubmen smoke the choicest weeds they choose,
 And, lounging on their soft divans, discuss the daily news—
 The ebb and flow of market tides, the social swirl and set;
 Their flavor cannot soothe the nerves, it cannot kill regret.
 But I shall sit me snug and close, with humble pipe and stem,
 To dream of loved ones far away—I've not forgotten them,
 Nor yet the lowly farmhouse and the fields of corn where grows
 The old Missouri meerschaum, lads, and that's the pipe that goes!

Oh, the lyric lilt of birds!
 Oh, the tinkle-tinkle-tink
 Of the bell that leads the herds
 Through the pasture! Oh, the wink
 Of the daisy-eyes that shine
 In the meadow—all are mine!
 And the kindly common folk
 Beckon backward through the smoke.

So, not for me the Cuban roll, nor that which by brevet
 Of courtesy is called a smoke—the soulless cigarette;
 If any dreams it conjures up I doubt not they are spawn
 Of hideous hells where lunacy and leering idiots yawn!
 I choose the granulated weed and press it in the bowl
 Of this one only pipe that hath an individual soul—
 The sentient soul of growing corn in fertile fields afar;
 The old Missouri meerschaum, lads, it beats your best cigar!

Oh, its visions void of guile!
 Oh, the shimmer and the smile
 Of the sunshine on the grain
 Gathered in the creaking wain
 Rolling barnward! Oh, the wealth
 Of the heartease and the health!
 Oh, the jolly, holy joy—
 Mine again as when a boy!

—*Robertus Luce, St. Louis.*

STUB ENDS OF THOUGHT AND HEART VERSE.

I have seen a lie so white and pure in its good
 purpose, that truth blushed in comparison with it.

Street car etiquette is frequently little more
 than respect for public opinion.

If possession is nine points in law, it is about
 sixteen points in love.

There is a distinction between genius and abil-
 ity. One is a gift, the other an effort.

More intelligent ideas are thrown in waste-
 baskets than placed on file.

The companionship of a cheerful devil is prefer-
 able to the society of a morbid saint.

"Love creates efforts most worthy and noble;
 Prompts us to live and resigns us to die."
 "Here's to the hand of friendship,
 Sincere, time-tried and true,
 That smiles in the hour of triumph
 And laughs at its joy with you;
 Yet stands in the night of sorrow
 Close by where the shadows fall,
 And never turns the picture
 Of a dead friend to the wall."

—*Arthur G. Lewis, Norfolk, Va., Post-Graduate of the B. & O. R. R.*



WHO'S AFRAID -

PHILOSOPHY OF A DYSEPTIC.

When it comes to standing up for their rights, some men have about as much backbone as a soft boiled egg.

Somewhat or other a high hat always seems to accentuate a low forehead.

A faint heart sometimes wins a fair lady where a braggart fails.

The easiest thing in the world to make is a promise.

The fellow who thinks he knows it all changes his mind after he is married.

It is human nature to wonder why other people don't profit by their misfortunes.

There is a good bit of counterfeit virtue in circulation.

A nickel in the hand is worth two in the slot.

If there is anything in the theory of reincarnation, many a man and his dog deserve to change places on the next trip.

It is hard to convince a man that he is wrong, but still harder to convince him that you are right.

The snarl of an enemy is often worth more than the flattery of a friend.

The ideal man only exists in the mind of a person before she marries him.

The pessimist regards everything that glitters as a gold brick.

Misery loves company, and generally gets it.

The office that seeks the man is the one that pays about \$600 a year.

When a man is under a cloud the silver-lining theory doesn't always hold good.

Paradoxical as it may seem, you can save yourself a lot of trouble by getting rid of it.

If it wasn't for the fact that a fool and his money are soon parted, a lot of promoters would have to go to work.

The trouble with the chronic borrower is that he is always looking for an excuse.

Even the man who believes in the efficacy of prayer should keep one eye on the devil.

"It might have been" is a sort of second cousin to "I told you so."

The wages of sin may be paid in money, or in alimony.
Sam Scott Stinson (Philadelphia Record).

JEST ES LIKE ES NOT.

Jest es like es not some day
 Things 'll start to come my way.
 Don't no two folks think alike
 Where the lightnin' 's goin' to strike
 S'pose I am 't so fond o' workin';
 S'pose I sometimes do some shirkin'
 Some day luck 'll strike me hot,
 Jest es like es not.

Jest es like es not some day
 I'll wake up to hear folks say:
 "Always knowed you had it in you,
 Though we've often talked agin you"
 Then I'll quietly remark:
 "Does that bite don't always bark."
 Then I'll show 'em jest what's what.
 Jest es like es not.

Jest es like es not some day.
 Folks won't git so all-fired gay
 When I start off up the creek
 With my fishin' line an' stick.
 I don't set no great store on
 Them es starts to work at dawn.
 'Twill be took from them that's got
 Jest es like es not.

Jest es like es not some day—
 'Course I don't jest know the way.
 For no feller knows, I reckon,
 Jest when luck is goin' to beckon.
 Still some day I'll fool 'em all;
 Might be springtime, might be fall,
 But I'll be right on the spot,
 Jest es like es not.

Sam Scott Stinson / Philadelphia Records.



DON JUAN

A SONNET OF LUCRE.

(AFTER WORDSWORTH.)

Scorn not the lucre. Critic, you have frowned,
 Mindless of its just honors. With this key
 Shakspeare unlocked his heart; and all agree
 That a small cheek gave ease to Shelley's wound;
 A thousand times its praise did Wordsworth sound;
 With it Lord Byron soothed an exile's grief;
 The cheek-book fluttered many a gay leaf
 Upon the cypress with which Poe once crowned
 His visionary brow; a glow-worm lamp,
 It cheered poor Keats, summoned from Fairyland
 To struggle through dark ways; and when the cramp
 Of hunger seized on Milton, with his hand
 He took it gladly; yet all of them drew
 Soul-animating checks—alas, too few!

Willis Leonard Clavathan / St. Louis Post-Dispatch.



THE REAL SPRING POET

A REVERIE OF SPRING.

The song of the cloven sod, upstirred
 At the share of the yeoman's plough,
 And chimes for the new-born season, heard
 In leaf and swaying bough,
 The medley, sweet, of the mirthful rills
 From their caves of the ice set free,
 A tinkle of blue-bells in the hills
 And the forest's symphony.

A minstrelsy of the wandering wind
 In the ear of the tufted grass,
 The chant of gorgeous hedgerows, lined
 With sumach and saffraus,
 A carol of blossomy dales and dells,
 The chorus of zephyrs, through
 The billowy clouds of peach-bud bells
 And the heavens' tuneful blue,

A litany of buds and leaves,
 With a surpliced robins' choir,
 In the trellised arbor and vine-clad eaves;
 The lilt of the orchard's lyre,
 A lullaby of the hedges, dim,
 In the twilight's deepening gray,
 And the tremolo of the aspens, slim,
 In a dirge to the dying day.

The bacchanal of the fields, too free
 With the cup of Spring's rare wine;
 The chatter of bubbling brooks, in glee,
 A psalm of the sap-stirred vine,
 The triumphant, alleluial notes,
 In rapturous sweep and swell
 To the skies, from an hundred thousand throats
 In a glad procession.

—James W. Foley (*Bismarck, N. D., Tribune*).



JUST A GIRL.

Many a throne has had to fall
For a girl,
Just a girl;
Many a king has had to crawl
For a girl,
Just a girl;
When the hero goes to war
He may battle for the right,
But 'tis likelier by far
That he sallies forth to fight
For a girl,
Just a girl.

When the doctor turns to say:
"It's a girl,
Just a girl,"

Papa murmurs with dismay:
"What? A girl,
Just a girl?"

Ah, but why the sadness there?
Why the bitterness displayed?
Some day some strong man will swear
That the great round world was made
For that girl,
Just that girl.

Why did Adam take the bite?
For a girl,
Just a girl.

Why was Troy swept out of sight?
For a girl,
Just for a girl.

O, would heaven still be bright,
And would any good man care
To achieve it, if he might
Never claim forever there
Just a girl,
Glorious girl!

THE BOY WHO DOESN'T "TAKE AFTER" ANYBODY.

My little sister's six years old
And I'm most eleven now,
And everybody's proud of her,
But not of me, somehow;
Ma says that sis takes after her,
But when pa wants to boast
He pats her cheeks and says that she
Takes after him the most.

Ma says I'll make her crazy yet,
Pa he scolds all the time;
They never pat my cheeks, you bet,
You'd think it was a crime
For boys to ever peep out fond
Or show the grit they've got—
Nobody ever cares if I
Take after them or not.

When Aunt Grace comes to our home
She always tries to show
That Claribel takes after her,
Pa he denies it, though,
For Aunt Grace and my ma, you see,
Are sisters, so when they
Say Claribel takes after them,
Pa butts in right away.

They all say Claribel's as sweet
As ever she can be
Sometimes I almost wish that pa
And ma was proud of me.
I don't take after any one
I guess, or if I do
They don't want folks to find it out,
And claim it isn't true.

S. E. Kiser (Chicago Record-Herald).



CUSTOM MADE

AN ODYSSEY OF K'S.

I've traveled up and down the land
And crossed it in a hundred ways,
But somehow cannot understand
These towns with names chockfull of K's.
For instance, once it fell to me
To pack my grip and quickly go—
I thought at first to Kankakee,
But then remembered Kokomo.

"Oh, Kankakee or Kokomo,"
I sighed, "just which I do not know!"

Then to the ticket man I went—
He was a snappy man, and bald—
Behind an iron railing bent,
And I confessed that I was stalled.
"A much K'd town is booked for me,"
I said, "I'm due to-morrow, so
I wonder if it's Kankakee
Or if it can be Kokomo."

"There's quite a difference," growled he,
"Twixt Kokomo and Kankakee."

He spun a yard of tickets out—
The folded kind that make a strip
And leave the passenger in doubt
When the conductor takes a clip.
He flipped the tickets out, I say,
And asked: "Now, which one will it be?
I'll sell you tickets either way
To Kokomo or Kankakee."

And still I really did not know,
Thought it might be Kokomo.

At any rate, I took a chance:
He struck his stamp machine a blow,
And I, a toy of circumstance,
Was ticketed to Kokomo.
Upon the train, I wondered still
If all was right as it should be,
Some mystic warning seemed to fill
My mind with thoughts of Kankakee.

The carwheels clicked it out: "Now he
Had better be for Kankakee!"

Until at last it grew so loud,
At some big town I clambered out
And elbowed madly through the crowd,
Determined on another route.
The ticket agent saw my haste:
"Where do you wish to go?" cried he,
I yelled, "I have no time to waste—
Please fix me up for Kankakee!"

Again the wheels, now fast, now slow,
Clicked, "Ought to go to Kokomo!"

Well, anyhow, I did not heed
The message that they sent to me;
I went, and landed wrong—indeed,
Went all the way to Kankakee.
Then, in a rush, I doubled back—
Went wrong again, I'd have you know,
There was no call for me, alas!
Within the town of Kokomo.

And then I learned—confound the luck—
I should have gone to Keokuk!

—W. D. X-shitt (Chicago Tribune)



IT IS TO LAUGH.

Ah, what if a contrary fate shall bar
And clog your onward way,
Leaving you helpless, hopeless, broken, standing
at bay;
Look straight at the unsurmountable wall,
Nor falter nor fail nor fall;
It is to laugh.

And if love should prove, after all, but dross
And not fine gold, for you,
And friendship a bitter thing, unkept, uncounted,
untrue,
Then look at these things too, as they are,
Unmoved at blenish and scar;
It is to laugh.

Meet pleasure and pain, each one, unmoved,
Stand firm, what e'er befall:
Let nothing drag you down where the groundlings
slide and sprawl.
Though sin and shame shall weave a spell;
Laugh as you spurn their lures to hell;
It is to laugh.

And when the grim messenger shall come at last,
And bend above your bed,
Lifting his bony hand and shaking his haggard
head,
Look up through the shadow-enshrouded space
And laugh in his horrid face;
It is to laugh.

VIOLETS.

Violets, violets everywhere;
Violets in her braided hair,
At her throat, and Oh, surprise,
Violets in her velvet eyes!

Will Reed Dunroy (Chicago Chronicle).



THE MOO-COW-MOO-MAN

OTTO AND THE AUTO.

'Tis strange how fashion makes us change the objects we admire;
 We used to sing the tireless steed, but now the steedless tire.
 So Otto bought an auto, so as not to be antique,
 But the thing was autocratic, as well as automatic,
 And the auto wouldn't auto as it ought to, so to speak.

So Otto sought to auto on the auto as he ought to,
 But the auto sought to auto as Otto never thought to!
 Then Otto he got hot, oh, very hot! as he ought not to,
 And Otto said: "This auto ought to auto and it's got to!"

He thought to hire an auto-operator for the work,
 And first he hired a circus-man and then he hired a Turk,
 For he knew the circus-man drove fifty horses with success,
 And if a man be shifty enough to manage fifty,
 'Tis palpable enough he ought to manage one horse-less!

As for the Turk, 'tis also plain, deny it if you can,
 He ought to run an auto, for a Turk's an Ottoman.
 'Twas all in vain; so Otto moved to Alabama, purely
 That he might say, "I'm Otto from Mobile, and my motto:
 'A Mobile Otto ought to run an automobile surely!'"

So Otto fought the auto and the auto it fought Otto,
 Till the auto also got too hot to auto as it ought to.
 And then, Great Scott! that auto shot to heaven—so did Otto—
 Where Otto's auto autos now as Otto's auto ought to.

—Edmund Vance Cooks, Cleveland, Ohio.



THE PHILOSOPHER OF THE BACK PLATFORM.

BACK PLATFORM TALK.

The philosopher of the Broadway car wore an unusually engaging smile when he nimbly stepped aboard the back platform. His ruddy countenance glowed and his merry eyes twinkled.

"Veil," he said, "are ve all happy dis sunny April morning?"

"You don't have to ask yourself that question," said the Miles Avenue man. "The answer can be read in your eloquent face."

"Maype so," said the philosopher. "No doubt de face is often werry much like a pillboard at de door of de sideshow, dot tells chust what kindt of attractions to look for insite. Und werry likely, too, de pillboard often gets things a leedle exaggerated."

"No doubt," said the Miles Avenue man. "The poet says something, you know, about the man who could smile and smile and be a villain still."

"Dere are sooch faces," said the philosopher. "Dey are like de venerable ballet dancers dot come down de center of de stage mit a broad smile on dere faces. Dot smile is a continuous performance. De voommi's toes may be sore, her husband may beat her ven she gets home, her salary may be a mont' oferdue, but still she capers and smiles, and smiles and capers. Dot's de brofessional smile, and it can't be ironed out."

"You ought to be the Grand High Happy-Go-Lucky of the Noble Army of Optimists," said the Miles Avenue man.

"Veil," said the philosopher, "I admit dot I do my best to feel and act like a true optimist should. I bractice looking cheerfully on de outside and try on de insite to live up to de brospectus. Yes, I'm an optimist all right."

"Then you don't let yourself worry yourself?" said the Miles Avenue man.

"Vat's de use?" said the philosopher. "I keep de worry gang chust as far away as bossible. I dake goot care not to ask myself vy I was born into dis beccular vorld. I ton't put my hand on my shoulder and enquire of myself vat goot I am to de gommunity. I ton't get excited ofer de disgwieting ideas dot haf come in mit de new century. I ton't throw oop my hands in horror and remark quite frequent dot de country vas going to de how-wows. I ton't make myself offensive by talking apout de glory of de days vat are past, and gomparring dem mit crate disadvantages to de bresent. I ton't pelieve in de Schopenhauer-Maeterlinck-Suderman school of low bressure piliousness. I am here and I intend to make de best of it. In so doing I hope to help my neighbors make de best of it, too, so far as I am able. De birds sing chust as sweedly, de grass is as green, de sky as blue. It is also true dot dere are shans in de vorld, and shuniling villains, and false friendts. Und vice, especially on de stage, often wears werry nice fitting clothes and does her pest to excite our admiration. But dere are true friendts, and dere are shmilers who are not villains, and dere is a crate deal of honesty and burity in de old vorld yet. Take my vord for it."

"We'll take it willingly," said the Miles Avenue man. "You are too good an illustration of your own doctrine to be set down as a mere spinner of vords."

"I hope so," said the philosopher. "I druly hope so." He paused and smiled. "A full vaist-band," he laughed, "is death to pessimism."

—W. R. Rose (Cleveland Plain Dealer).



THE AMBIDEXTER

WAIL OF THE NEWSPAPER "GRIND."

I come from where the sinker dwells,
And hash you must not question—
Eke where the "ham and" has its lair
And ruins the digestion.

Forth to my desk at break of day
I rush and grind all madly;
I thump an old typewriter till
It creaks and rattles sadly.

I mutter deeply as I grind,
And smoke to beat creation,
The while the copy-chasers cuss
Me and all my relation.

I clip, I swipe, I think swift things,
And write them down in sorrow,
Because deep in my heart I know
They'll be forgot to-morrow.

Day after day I grind away
To dig up something breezy;
I turn a headache into jokes,
And people say "it's easy!"

I swallow hard and solemn swear
To-morrow I will quit it;
To-morrow I am measuring space
And writing stuff to fit it.

Sometimes I'm even with the board—
Which is a compensation;
Sometimes I have two dollars—then
I have heart palpitation.

I'm joshed by every other hack,
Who thinks it funny—very;
I'm overlooked or fervent cussed
By people literary.

For often people stop awhile
And criticise you gaily;
For they can't see why you don't write
Three masterpieces daily.

I cuss, I rave, I sulk, I grouch,
Yet cut loose from it never;
For men may come and men may go—
But I grind on forever.

—Lottell Otus Ross (*San Francisco Bulletin*)



THE AMPHIBIAN

MY DARLING.

Day has lengthened into night,
 Darkness supersedes the light;
 Slowly down the path I go,
 Leading to my home below.

At the window watching there
 Stands a child so pure, so fair;
 How she laughs and cries with glee
 When she catches sight of me!

From her now I try to hide,
 But she's quickly at my side;
 When I clasp her to my breast
 Where she loves to lie at rest.

Tales she tells me of the day
 She has spent in childish play;
 Soon she nods her little head,
 Then I know it's time for bed.

Peacefully she lies asleep,
 Angels o'er her vigils keep;
 As I smooth her ruffled hair,
 From my heart I breathe a prayer.

Thoughts of her give me new life,
 Courage fresh to face the strife;
 Care my dear shall never know
 While I live—I love her so.

—James T. Sullivan (*Boston Post*).



FAINT-HEARTED.

Nancy's tired o' livin' in the country, so she says;
Wants ter see the city, an' forever sings its praise;
Ses as how she sees herself a-spendin' happy days—
Nancy is a-goin' to the city.

Ain't a bit o' use o' me a-workin' on the farm!
Hoein' o' pertatoes ain't a-got a bit o' charin!
Wisht I wuz with Nancy—her a-hangin' on my arm—
Nancy is a-goin' to the city.

Nancy has a way with her like Duchesses with Dooks—
Kind er "graceful carriage" as they tells erbout in books.
Ain't a girl in all the State 'at's in it with her looks!
Nancy is a-goin' to the city.

Wisht I wuz a graceful cuss an' had er "noble brow!"
Wisht 'at I could waltz a bit an' make a clever bow!
Wisht 'at I was good enough fer Nancy, anyhow!
Nancy is a-goin' to the city.

Nancy has ambition an' she has a heart o' gold;
Ses as how she'll win success like Joan of Arc of old.
Dosed me with such truck as that an' fairly knocked me cold!
Nancy is a-goin' to the city.

Wisht I wuz a cultured chap with coats of arms an' sich!
Wisht I wuz a millionaire, an' someway struck it rich!
Wisht I wuz the sheriff an' could hold her for a witch!
Nancy is a-goin' to the city.

I ain't never said a word ter Nancy of this here;
Kind er fear the little girl 'ould go off on her ear;
Jes' lays back an' harks to her an' gives a feeble cheer.
Nancy is a-goin' to the city.

Ain't a bit o' use o' me a-workin' on th' farm!
Hoein' o' pertatoes ain't a-got a bit o' charm!
Wisht I wuz with Nancy—her a-hangin' on my arm—
Nancy is a-goin' to the city.

—*Grif Alexander (Pittsburg Post)*

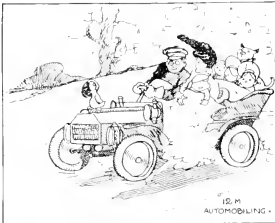
The Hermit of New Rochelle.

*How Roy L. McCardell, of the New York world
avoids the strenuous life.
The day's doings of an incurable athlete.*

Illustrated by Gene Carr



9 AM
PLAYING
GOLF



12 M
AUTOMOBILING



4 PM
IN SOCIETY



5 PM
TAKING GENE CARR
TO THE Y.M.C.A.



6 PM
AT HOME

THE "RISE AND SHINE SERIES" OF BEST BOOKS FOR BOYS.

Prescott, the Poet; or, Boy, Bard and Bohemian.

A TRUE TALE OF LITERARY LIFE IN THE MIGHTY METROPOLIS.

BY ROY L. MCCARDLELL.

Author of "Phil, the Philanthropist; or, The Child Carnegie;" "Paul, the Piano Mover; or, Grand, Square and Upright;" etc., etc.

CHAPTER I.

PRESCOTT'S PROTEST.

"Mother, let me be a poet! See how strong I am!" As Prescott Pointdexter said the words he proudly rolled up his sleeves and displayed his eighteen-inch biceps, and at the same time demonstrated to the amazement of several tradesmen who stood scowling in the doorway, his tremendous lung expansion.

Small wonder the Widow Pointdexter gazed proudly at her boy, while as for the tradesmen in the hall, they exchanged sheepish glances and then one by one stole sullenly away.

Callous as they were from long establishment in a flat-house district, where people moved often and were afflicted with loss of memory to an alarming degree, the tradesmen forebore to press their claims against the widow in the hearing of that proud and sensitive boy.

They had heard, too, his declaration that he would be a poet; why should they worry him about his mother's debts when he would soon have plenty of his own?

With no impudent shoutings up the dumb waiter shaft, with no sarcastic confidences with the brutal janitor to be overheard by the trusting and as yet unsuspecting ice-man—the butcher, the milkman and the grocer departed.

How could they demand "something on account, see?" when the widow's nervous, high-strung boy stood nigh?

CHAPTER II.

IN DARKEST JOURNALISM.

To the neighborhood Prescott Pointdexter had been known as "The Boy with the Deceptive Chest." It had been his mother's secret hope when she gazed upon his stalwart frame, that he would take up some genteel occupation, such as coal heaving, some light profession that would leave his afternoons free for teas and other social functions and now, when she heard him declare his intentions of becoming a poet, her heart failed her. "He will never stand the strain," she thought; "he looks strong, but is he capable of such exertion?"

But Prescott's mind was made up; he could read print and spell words in a most ingenious manner.

"I would have preferred he took up something more refined, say in the line of artistic kalsomining, but if the boy is determined to follow the poet's irksome trade, so be it!" said the widow with a sigh.

And with a saddened heart she returned to her work of making cast iron statuary for suburban lawns. For in this manner, toiling far into the night in their little Harlem flat, did the widow eke out her scanty means.

At first Prescott found the task he had set himself a hard one, but one day he solved the secret of the poet's trade: "when you haven't any ideas, write in rhyme," and from that on his success was assured. Ere long he was hired by the day as practical poet and verse-fitter for an afternoon newspaper.

It was while in this state of comparative prosperity that he met Gold Brick Ben and became a real Bohemian.

Gold Brick Ben's right name was Benjamin Bluffemall, but the sobriquet "Gold Brick Ben" was bestowed upon him from the fact that he always had a salary of one hundred dollars a week. His specialty consisted of occupying a very handsome roll-top desk on a great daily newspaper and finding fault with everything that got in the paper.

It can be understood that everyone stood in awe of Benjamin Bluffemall's editorial instinct and administrative capabilities and that his services were eagerly sought after.

For some strange reason he took a great fancy to Prescott Pointdexter and permitted our hero to pay for his lunch almost every day.

"You were not always a poet?" he one day affably inquired of Prescott. "No," exclaimed the boy bard proudly, "my father made some noise in the world; he was a boiler-maker. I did not always have to toil like this."

"Do you drink?" anxiously asked his patron.

"Every time I am asked!" was the quick reply.

"How does your liquor affect you?"

"It makes me much more of a nuisance than I am while sober. People are proud to know me then, I am so ingeniously insulting."

"And your manners?"

"Shockingly bad at all times, I am happy to say."

"Do you eat food?"

"I have," replied our hero shamefacedly, "but I much prefer foreign substances."

"Good!" shouted Gold Brick Ben, slapping him upon the back, "you were cut out for a real Bohemian. I shall take you to the Fried Cat Restaurant to-night!"

CHAPTER III.

THE LAND OF CARELESS HABITS.

After a silent, but none the less determined, struggle as to who should be last up the elevated railroad stairs and thus avoid having to pay the fares, Prescott Pointdexter and Benjamin Bluffemall took a train for uptown.

In this contest the boyish ingenuity of Prescott was as naught against the long experience of bunco in all its branches, of Gold Brick Ben.

Prescott had hardly recovered from his chagrin of having to pay both fares when they arrived at

their station and from there walked to the portals of the Fried Cat.

"Welcome to Bohemia!" cried Gold Brick Ben, throwing open the door of a frowsy soup and cigar smoke reeking cellar.

Their entrance was greeted with cries of "Hurrah for Gold Brick Ben! Who's that lobster with you?" And the next instant they were struck with handfuls of spaghetti and soft boiled eggs and garlic, thrown at them with merriment by the merry wags at the crowded tables.

"How delightfully informal!" cried Prescott, as he scraped the spaghetti off his shirt front and a mashed egg out of his eye, "how truly Bohemian!"

Seats were found for the two and Gold Brick Ben began to point out the notables present.

"The crowd ain't what it used to be," explained Gold Brick Ben, "it lacks the spontaneity and abandon of the old days. Then times," he continued, "they would have thrown plates and all at us, and if they were feeling real jolly they would have knocked us down and kicked us."

"What has curbed their genial spirits?" inquired Prescott.

"It was the abolishment of free lunch some years ago," explained Gold Brick Ben, "the deadliest blow ever struck at art and literature. True, free lunch has been long restored, but Bohemia has never been the same. Confronted with the dreadful alternative of going to work or starve, many devoted their attention to second story work, and cruel incarceration followed; those left are what you see. That sober looking person with grizzini in his hair is Snooter,

who conducts a Sunshine Column in a religious weekly. He has been in low spirits for a week and threatens to stop drinking.

"That eccentric individual with his hands tied behind him, in a moment of mental aberration, paid two dollars he owed. Since then he has been afraid to trust his hands in his own pockets, and so he has pinioned himself."

"Gracious!" exclaimed Prescott, "and mother would have had me a plumber instead of a poet. Would I have met such delightful unconventional people then? I wot not!"

At this juncture all eyes were turned on a factious individual nearby who was putting his feet on the table.

"That's Hooks, the artist," whispered Gold Brick Ben, "he has only one fault—he is too refined!"

At these words Hooks arose. "I am going to talk about art," he said. "Now, what do youz guys know about art? Youz can paint dinky pictures of landscapes, and still-life studies of prunes and tripe, but"—Bish! went a plate of mind against the window pane—"kin you paint dat? Dat's art, can you paint it? Naw, you are a lot of shimes! See?"

And he sat down amid loud applause.

"I am disgusted!" muttered Prescott. "I will leave here as soon as everybody goes!"

At this instant an excited individual burst into the room. "Stop this!" he cried, "I command you!"

(Consequently this story will be discontinued at once.)

HOWDY, MISTER BUCKWHEAT CAKE.

(AN OCTOBER IDYL.)

Howdy, Mister Buckwheat Cake!
Glad I see you; have a shake?
Fine an' dandy buckwheat stack,
Does me good I see you back!

You've been missin' quite a spell
Say, jist git that buckwheat smell!
I'd been thinkin' here o' late
Mebby you'd fergot th' date.
Hoped I see you purty quick
Gosh, but ain't you mixed up slick!
Summer foods are good enough,
Fruit an' pie an' garden stuff.
S'pose in season they're th' best
Sort o' give th' stomach a rest.
Good enough when bucks ain't here,
Purty tame fer all th' year.
Jist uz soon uz summer's done
Bring me buckwheats, on the run!
Make 'em light an' not too thin,
Hard outside an' fluffy in;
Round th' edges good an' brown—
Jist you watch me put 'em down
Pass th' maple surrip-my!
Stack 'em up an' stack 'em high.
Nope, don't I want no eggs-er meat,
Buckwheat cakes are all I'll eat.

Howdy, Mister Buckwheat Cake!
Glad I see you; have a shake?
Fine an' dandy buckwheat stack,
Does me good I see you back!

—John W. Rapet.



FISHIN'.

Four of us went fishing in Lake Florence, which is just back of Rock Ledge, an Indian River resort. There were two in a boat, trolling, and a negro rowing. We were after black bass, and as the ways of fishermen are uncertain it was agreed that we should meet at about 1 o'clock at a designated point on the St. Johns River for luncheon and a comparison of lies. Beaune Jones and I occupied the leading boat and had tolerable success. A canal leads out of Lake Florence toward the river. At its mouth I hooked a bass that pulled hard enough to check the progress of the boat, notwithstanding the extra exertions of Black Sam.

"Must weigh forty pounds," I whispered to Jones, as I buckled down to business. The fish skipped from one side of the canal to the other like a shuttle in a loom. Gradually he came in. At a distance of twenty feet from the boat I could see that he weighed about fourteen pounds.

"Finest ever caught," said Jones, trembling like a flag in a gale.

"Doan let 'im overrun de line, sah," cautioned Black Sam, straining at the oars.

It was magnificent, and it was war. The water foamed. Every now and then the bass would leap into full view, always side on. By and by I discovered that he was hooked in the side, just below and back of the pectoral fin, and that explained his great purchase.

At the very edge of the boat he tore himself loose, leaving a pound of flesh on my hooks, of which there were three.

It was the disappointment of my life.

We arrived at the trysting place in due time and were soon joined by our friends.

"We've got sixteen beauties," said Jones. "Show up there. How have you fellows done?" They had nine.

"But we've got the prize beauty of the lot," bragged Harry Garnett. "I wouldn't give him for your entire catch."

He held up the finest black bass you ever saw. It measured over three feet and weighed fifteen and one-half pounds. "We caught it—that is, I caught it, at the mouth of the canal."

"I lost a big one there," I said. "Hooked him in the side and after a grand struggle he tore himself loose."

"Smith, I believe that's your fish," whispered Jones. "Look at that hole in his side."

"Sure enough. How did you do that, Garnett?"

"That tear? Can't imagine. We've been wondering how it could have happened. Why, there's a whole handful of flesh gone."

"Here it is," I said, picking up the piece of flesh I had removed from my hooks. "See if it fits."

"Perfectly."

The badly wounded fish had taken Garnett's hook twenty minutes after tearing himself from mine.

The following night at Titusville, I told the story of that memorable incident to a crowd of veteran Florida crackers. The recital was fol-



SEVENTEEN POUNDS.

lowed by dead silence and an exchange of masonic glances. Finally an aged warrior remarked:

"Live in the State, suh?"

"No."

"Frum the Nawth?"

"New York."

"Been here long?"

"Two weeks."

"Then 'scuse me; but 'low me to say you're makio' mo' progress as a liar than eny chap whut ever come frum yo' section."

He meant "fish yarning," so I could not get mad. I have never yet found any person to believe this tale. No wonder some folk imagine me to be a humorist. I'd rather fish than write for a living.

—Victor Smith (*New York Press*).

WHIZZ AND FIZZ.

Behold
 A poet, old—
 And thin,
 As if he'd rassled sin
 For years and years,
 But have no fears;
 He hasn't. What he's done
 Has been to manufacture fun
 For the reading public.
 Also other things
 That a poet sings,
 Including yawps.
 Gee whiz!
 Those is
 What makes the wrinkles that you see,
 The lines of care,
 The thin pale hair,
 The fuzzy whiskers on his chin,
 The long, gaunt neck
 That rises from his wreck
 Of clothes.
 He's got the geewhizitis,
 And when
 The poet pen
 Gets that,
 My scat!
 It's time for him to climb a tree
 Beyond the reach of minstrelsy,
 And when he's got up, good and far,
 To shine there like a blazing star;
 Which he is doing at the present moment
 In great shape.
 See:
 Twinkle, twinkle, brilliant star,
 How they wonder what you are,
 Up above the rest so high,
 It makes them look like bugs in the grass;
 And the editors can't buy
 Enough
 Of your stuff,
 So no more at present,
 Yours truly,
 Wow! — *W. J. Lampton, New York.*



THE MAN WHO MAKES YOU LAUGH.

He drives away the blues at night,
 He makes you feel at ease;
 His pathos and his merriment
 Most all the people please.
 Dyspepsia flies the coop at once
 Like a cloud of wind-driv'n chaff,
 Oh, he's the man I like to meet—
 The man who makes you laugh.

You toil o'er figures all the day
 Till your brain is in a whirl;
 Your think-tank's in an awful fix,
 Why, you'd fight with your best girl.
 But ere you've conned the paper o'er
 You don't feel so bad by half,
 You've mixed up with the funny man—
 The man who makes you laugh.

He's a blessing to the people—
 A real blessing in disguise;
 He'll surely get a harp up there
 In that "mausion in the skies."
 He serves his purpose well in life,
 Just keep him on your staff,
 That bright and cheery friend of yours—
 The man who makes you laugh.

— *John T. McGurgle (Baltimore American).*



CAUGHT IN THE ACT

THE HUMORIST'S MISSION.

Each has his mission in this world

As he goes passing through;

Some talent to be put in use,

Some special work to do,

To one is gift of eloquence,

Another's deeds win fame;

And one is born to leadership

That draws the world's acclaim.

To one is given planning mind

That brings him stores of gold;

One has perception keen that makes

Dark mysteries unfold,

One sways men's thoughts with wisdom rare,

One gains renown in art;

Another on grim battlefields

Plays well the hero's part.

And there is one whose mission is

To show life's brighter side—

To make a smile of gladness shine

Where care had sorely tried,

With timely jest and merry wit

He checks the rising tears;

With tripping song, to laughter set,

The drooping heart he cheers.

Fame twines for him no laurel crown

To gird about his brow;

From him the world withholds applause,

In homage men ne'er bow,

Wealth puts no treasure in his hands

As token of regard—

He cares not, for a smiling face

To him is full reward.

Each has his mission to perform

As through this life he goes;

How each his talent puts to use

Time at his ending shows,

And when good deeds are reckoned up,

There'll be on that bright list

The man who cheered his fellowmen—

The humble humorist.

—Theodore H. Poole (Pittsburg Chronicle-Tribune).



AN HUMBLE WOOING.

I can't make love, Louizy,
 Like your city fellers do,
 My language ain't as classic
 Nor my idee's quite as new.
 But I'm just as worth th' trustin'
 An' I'd mighty gladly strew
 Your whole life's path with roses
 An' just dote on you.

When first we met, Louizy,
 You was purty then, as now,
 An' my heart went seekin' sunshine
 From your sunny soul, somehow.
 For your glances were so tender
 An' your eyes so azure blue,
 That my heart just made me promise
 That I'd dote on you.

So I'm wooin' at your threshold
 An' I'm waitin' for th' smile
 That will tell me you're a-dreamin'
 Of a golden afterwhile.
 Be my little streak of sunshine,
 Just my own sweet Lou,
 An' I'll live for you forever
 An' just dote on you.

—W. M. Herschell (*Indianapolis News*).

HIS FIASCO.

Appius Claudius completed the Appian Way.
 "Don't you think it's fine?" he asked with pardonable pride.
 "No," sneered the Romans, who had been to St. Louis, "why
 didn't you make a Pike?"

Perceiving his failure, he wept with chagrin at his stupidity.

—*McLamburgh Wilson, New York.*



FISHIN' FOR PINTS.

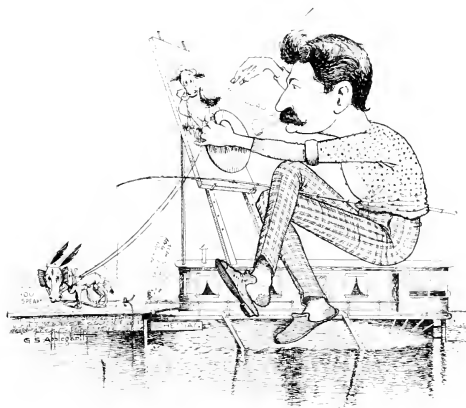
THE GOOD LITTLE BOY AND THE BAD BIG MAN.

He never felt the joyous thrill of rolling in the slime,
 He never stole an apple from a neighbor's apple tree,
 On Hallowe'en he never did a bit of deviltry,
 Because his mother's eagle eye was on him all the time.

He never smoked a clover bloom or corn-silk cigarette,
 He never fought with "Skinny Jones" and got a bloody nose,
 He never did a single thing to soil his dainty clothes,
 Because his mother kept her eye upon her precious pet.

The vagrant cur was safe with him—he never tied a can,
 But it was even as I feared, and I had feared the worst;
 When he grew up, his long-suppressed and bubbling spirit burst,
 And what is mischief in a boy is criminal in man.

—Edward Singer (*Indianapolis Sun*).



ON THE EYRIE CANAL.

A ROLICKING BALLAD FOR RYE-BALLED TARS.

Yo ho! for a life on the waving waves,
For a life where the bounding billows bound;
Where the lobsters leap and the crawfish creep;
And it's ho! for the depths of the dampsome deep,
Where the fishes fuss around.

Heave ho! my lads, for the foaming foam
And a blowing breeze for to shape the ship,
For we'll scuttle the sail and we'll reef the rail
And we'll merrily mizen the martingale,
While the rippling ripples rip.

Sing ho! for the life of a boatman bold,
On the raging reefs of the calm canawl,
As he ports his prog and he guffs his grog,
And he lazily luffs the larboard log,
Or yawns in the yardarm yawl.

REFRAINS.

Then it's yo-heave-ho and it's hey-ho-hum,
For a skillet o' skouse and a ration o' rum,
And we'll tiddle on tar at the capstan bar
Till we put the bumboat on the bum.

—George S. Applegarth (*Buffalo News*).

FARMING IN KANSAS.

"Are the chores done, John?"

"Yep."

"Feed the prairie dogs?"

"Yep."

"Sweep out the cyclone cellar?"

"Yep."

"Chain down the barn?"

"Yep."

"Set the coyote trap?"

"Yep."

"All right; hitch up the grasshoppers an'
we'll drive over t' the meetin' house an' pray
fer rain."

"Oh, John, where's Mariar?"

"Gone over t' Cheyenne County on the cyclone
to visit her ma."

"Good mornin', Dave, what-cher doin' in town
so early in th' week?"

"Came in to see the land agent."

"What's the matter, goin' t' take up a new
quarter section?"

"Yep; mine blowed away last night."

—Arlin T. Steinel, *Mojo Saint Wichita*.



THE JESTER

A BLUE STREAK.

Persevering and undaunted
Is the Blue Book man.
There's another lyric wanted
By the Blue Book man,
And it has to be a jewel,
(A chestnutical renewal
Of old discards would be cruel
To the Blue Book man.)

Halting lyrics are not grateful
To the Blue Book man.
Butchered prosody is hateful
To the Blue Book man.
Hence a vital part it touches
When a Muse that goes on crutches
Finds itself within the clutches
Of the Blue Book man.

So we'll stop here, an' it please you,
Brother Blue Book man,
Lest perchance we jar or freeze you,
Gentle Blue Book man.
Heav'n forefend that we by trying
Any further versifying
Should incur the wrath undying
Of the Blue Book man.

—Arthur G. Burgoyne (*Pittsburg Leader*).



BORROWING IS NOT STEALING

The Populists are still figuring on carrying the Missouri township in which a candidate for office was defeated because he wore store clothes and had a bathtub in his house.

Booker Washington advises young negroes to go out in the country and learn poultry raising, just as if they were not already expert enough in that line.

A Brooklyn bishop has decided to establish a fire insurance company for the benefit of his church. We had always supposed that fire insurance was a part of the church creed, anyway.

Fame will come to the bugologist who discovers the law and order microbe and induces it to get busy.

The whole history of loot shows that the go-between always turns squealer when his liberty is threatened.

This coup d'état which the war correspondents refer to so frequently is simply what the sporting editor calls "a killin'."

Boddlers are universally in favor of the gold standard. It lessens the chances of having marked bills passed on them.

An Indiana judge has decided that kisses are personal property. They are valueless, however, except on 'change or in a merger.

Booker Washington declares that education will eventually abolish lynching. In the meantime, however, the negro had better keep up his sprinting practice.

In sizing up a new member of Congress it is well to remember that no man can be so wise as he looks.

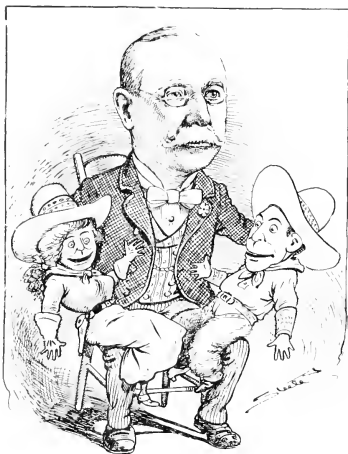
Bengal tigers and Missouri legislators are quoted at \$1,000 each.

Astronomers have discovered a bright comet with two tails. It is probably that Presidential constellation which has been lost since 1896.

St. Louis boasts that she has no difficulty in enforcing her anti-spitting laws. The wise citizen there refuses to turn his head to spit for fear of being touched up by a boddler.

A Montana girl caused a man's arrest for drunkenness and then decided to marry him. A life sentence for drunkenness seems rather severe.

—W. H. Hunter (Washington Post).



THEY'RE MADE TO TALK

THE RUIN OF BOBTAIL BEND.

In the early day in our own wild way we hurried the time along,
 In our Western style an' in manner I'll admit wasn't quite long long,
 But the life we chose was our own, an' those who thought it was somewhat rash
 Had the right to skate, fur to pull their freight to a moraler latitude,
 Now I wish to say in emphatic way an' with honest intensity,
 That we've seed the end of fun at the Bend, the fun that we used to see,
 For the moral wave that has come to save the camp from a sinful end
 Has proved the ruin, the whole undoin' of pleasure at Bobtail Bend.

We could drink our booze in a way profuse an' buck at the fero games,
 An' pound the floor till our hoofs was sore a swingin' the dance house dames,
 An' we'd serapan' fight to our heart's delight with our other innocent sport,
 With never a fear we would have to square ourselves in the justice court,
 If a man should scout down the final chute that leads to the by an' by,
 After leakin his soul through a pistol hole, there wasn't no hue an' cry,
 But we'd plant him deep for eternal sleep in respectable sort o' way,
 An' go on a spree to his memory an' forget the thing in a day.

But the railroad come with the beatin' drum of the singin' Salvation gang,
 An' the hills all 'round with the rumous sound of encroachin' pety rang,
 An' the eager throng that is drag along in the wake of the hos of steam
 Come a pourin' in to that nest o' sin in a rather unwelcome stream,
 We was crowded back from the progress track in a damnable shameful way,
 An' compelled to stand with the pistol hand unable to make a play,
 An' the courts o' law we with our row saw a backin' the moral game,
 An' we dassent make a protestin' break through a wholesome fear o' the same.

The cheery noise of the ol'-time boys was drowned by the church's bell,
 The voice o' prayer riz up in the air instead o' the whisky yell,
 An' we heard the cries o' the school kids rise an' echo along the stream,
 An' the spottin' games an' the hotfoot dames winked out as a pleasant dream,
 All the boys are gone, have meandered on, have scattered to other parts,
 On the ol' hillside by a few that died, I reckon from broken hearts,
 An' my race near run, I'm the only one that's left to await the end,
 An' till Gabriel's horn I will sit an' mourn the ruin of Bobtail Bend.

—James Barton Adams (*Denver Post*).



ME AND MY DAWG.

"LOVE ME, LOVE MY DOG."

When I become wearied with trying to re-vamp some joke of an old master so that it will look almost as good as new in print, and the canker of despondency begins to gnaw at my vitals, I thrust my pencil back into its scabbard and talk it over with "Mac," the dog.

He is a Scotchman and comes of a good family. His ancestors antedate the Scotch highball; his mother was a lady and his father was a cowboy. I have his pedigree back as far as the wolves and there isn't a yellow streak in the whole length of it. It pays to associate with a well-bred dog. I feel about it a good deal like Lew Dockstader's end man—"I have to know a dog pretty well before I'll run around with him."

My dog is my best friend. To prove it, I read most of my jokes to him and still he sticks to me. Sometimes when I'm doubtful about the vintage of some particularly brilliant bon-mot which I have dashed off during a hot flash of

genius, I read it to him several times. It always seems to take as well the first time as the last. Forbearance never ceases to be a virtue with my dog, but, all the same, I shouldn't thank any person to tell the S. for the P. of Cruelty to Animals about it.

"Mac" is not much on the fight—he prefers peace and harmony and something to eat. He would always rather eat than fight. Once a low-browed, ignorant bulldog with an under jaw on him like "Bill, the Bite," pranced up to "Mac" and asked him for a chew. My dog doesn't chew, but he smoked up some and hit the pike for home. This little incident merely shows us that it is the dog with the longest legs that always licks.

But "Mac" draws the line at dog-biscuits. I don't blame him either—I don't like them myself. I'd as soon eat breakfast food.

—Newton Newkirk (*Boston Post*).



INSPIRATION

A DREAM OF BLISS.

Just given a day all sunshine and fragrance;

A meadow alive with white daisies and clover;
The whispering breeze in the soft, rustling tree-tops;

The notes of the song-bird, the call of the plover;

Just given, I say, a picture like this,

What more do you want for a dream of pure bliss?

The murmuring brook in the deep woodland shadows;

The nuggets of sunshine upon the earth falling;

The chirp of the locust, the chirp of the cricket;
The chatter of squirrels to their playful mates calling;

Just given, I say, a picture like this,

What more do you want for a dream of pure bliss?

A bed in a bower of green leaves with green mosses
To tempt the tired mortal to restful reclining;
A glimpse of great cloud-banks, like snowdrifts
set sailing,

Disclosed through the network of creepers
o'ertwining;

Just given, I say, a picture like this,

What more do you want for a dream of pure bliss?

Just given a day with your cares all forgotten,

When Nature will turn a kind ear to your wooing;

When Happiness, coy, will for once cease her shyness

And come to your calling and smile on your suing;

Just given, I say, a picture like this,

What more do you want for a dream of pure bliss?

SPRING POEMS AS THEY ARE SPRUNG.

"Spring, spring, O spring!"

The poets sing,

In varied lay and ditty;

Editors may scowl

And rave and howl,

The poets know no pity.

With bring and sing

And wing and swing,

To keep the rhyme a-flowing;

And cling and fling

And thing and ring,

The verses keep a-going.

With breeze and trees

And bees and leas,

To keep the music chiming;

With ease and please

And seas and these,

They keep right on a-rhyming.

With air and fair

And where and rare,

The gleeesome poet ends it;

With stare and glare

And blare and swear

The editor then reads it.

—Arthur J. Burdick (*Los Angeles Record*).



NOTIONS THAT HAVE STRUCK ME.

People who live beyond their means almost always go to extremes—one way or the other.

If it's a long lane that has no turn, the man ahead of the automobile will be wise if he climbs the fence.

Every rose has its thorn, except when the Rose referred to is a girl. Then she has pins. What's the difference if you're stuck on her?

"Uneasy lies the head that wears a crown." No wonder! Did you ever inspect a crown? Why should any fool king go to bed with one on his head?

"It's an ill wind that blows nobody good." Ergo, a wind that is feeling well blows everybody good.

"You can't keep a good man down"—yet some preachers never rise. What's the answer?

If it were true that "money makes the mare go," many of our millionaires would be playing the races, and winning them, too.

NANNY GOAT—"Are you fond of music?"

BILLY GOAT—"Fond of it? I can eat it in jig time!"

"What are you doing for yourself these days?"
"Others."

JACK—"The more I see of Miss Buxum the better I like her."

FRED—"If that's the case, you ought to go down to the seashore with her this summer."

FIRST SUBURBANITE—"Are you reading much these days?"

SECOND SUBURBANITE—"Only the billboards each way."

Since "money talks," it ought to talk cents.

TENANT—"We are pretty lonesome in that cottage."

AGENT—"Why, man, there are houses all around you!"

TENANT—"Yes; but you don't understand. We've been used to living in a flat."

"Sad about Miss Anteck, wasn't it?"

"What's happened to her?"

"She fell heir to a fortune and an adventurer picked her up."

"Honesty is the best policy"—even if you want life insurance.

—J. C. Stuart (*St. Joseph, Mo., Gazette*).



Col. A. L. Bisby and his mutual friends--From his favorite photo

HEARING THE CORN GROW.

You may talk of the balmy breezes of Spain,
 Of the Mediterranean's foam,
 Of the verdure that grows on the banks of the Seine,
 Of the grandeur and glory of Rome,
 Of the beauty adorning the Alps and beyond,
 Where Napoleon's armies once bled,
 Of the happiness felt after crossing the "pond"
 In the land of illustrious dead.
 But Nebraska has greater attractions for me,
 And my spirit is filled with delight
 When her breezes sound soft as the moan of the sea
 And you hear the corn grow in the night.

Oh, her hilltops are fair and her valleys are green,
 Where the grasses are kissed by the dew,
 And her daughters the fairest that ever were seen,
 And her skies an ethereal blue.
 There are fields of alfalfa and pastures galore
 And a harvest to reap in the fall;
 There are cribs in the cities with plenty in store
 To respond to the hunger of all.
 There is promise of plenty for toilers who toil,
 Without ever a prospect of blight,
 For the sweet rains of heaven have watered the soil
 And you hear the corn grow in the night.

"There's a land far away 'mid the stars," we are told,
 "Where they know not the sorrows of time;
 Where pure rivers wander through valleys of gold
 And where life is a treasure sublime."
 But I don't want to leave such a landscape as this,
 For its equal I never might find
 In a search for a realm of perpetual bliss
 That is pictured in somebody's mind.
 In Nebraska I'll stay, until Gabriel's blast
 Bids my broken-down spirit take flight,
 And this is the plea I shall make to the last—
 Let me hear the corn grow in the night.

—A. L. Bisby (*Lincoln, Neb., State Journal*)



THE FATHER OF THE PARAGRAPH JOKE

PARAGRAPHS.

YEAST—"Is he a thoughtful man?"

CRIMSONBREAK—"Oh, very. Why, I never knew him to scratch a match in the wrong place when he had on his Sunday trousers."

BACON—"And you say he is kind to animals."

EGBERT—"Yes."

BACON—"Why?"

EGBERT—"Whenever his wife commences to sing he always puts the dog out of the room."

TEACHER—"You may tell me what a dromedary is, Tommie."

TOMMIE—"A dromedary, ma'am, is a two-masted camel."

He threw his small clock at a cat,

He missed it you can bet;

The clock it stopped at half-past three—

The cat is going yet.

PATIENCE—"Do you enjoy riding in an automobile?"

PATRICK—"No, I can't say that I do. You can't tell half of the time whether you are sitting on the cushions or in the lap of the man next to you."

PATIENCE—"I suppose that is discouraging. You generally want to know for sure when you're in a man's lap, don't you, dear?"

CURCU—"Tell me what you eat and I'll tell you what you are."

GOTHAM—"Well, I eat hash at Mixum's restaurant."

CURCU—"Then you're a fool!"

PATIENCE—"Do you enjoy going to the theatre?"

PATRICK—"No, I can't say that I do; the cars are so frightfully crowded, don't you know? But I always enjoy it after I get there."

"The lighted candles in a girl's birthday cake," remarked the Observer of Events and Things, "do not always throw light on the girl's age."

Mrs. BACON—"Do you hear Matilda singing at her work?"

Mr. BACON—"Yes, and I hope to gracious she'll do the work better than she's doing the singing."

"There are two times in a girl's life when she should be weaned from the bottle," remarked the Observer of Events and Things; "the second time is when it is cold and costs \$1."

BILL—"Their engagement is broken off."

JILL—"For what reason?"

BILL—"Why, he told her one night that when he was at his work her face was ever before him."

JILL—"Well?"

BILL—"Why, he's a cartoonist!"

"You called those men playing on the street a band, pop."

"Yes, my son."

"They're not a band."

"Why, yes, my boy."

"What is a band, pop?"

"Why, it's a number of men who play together."

"Well, pop, I'm sure no two of those men were playing together."

"Do you have any trouble supporting your family, Sambo?"

"No, indeedy; why, boss, I's got one of de best wives in dis 'ere town."

"Is a cord of wood much, pop?"

"Well, my son, it all depends on whether you are burning it or chopping it."

—*Edwin A. Oliver (Yonkers, N. Y., Statesman).*



ON RAISING CHICKENS.

Chicken raising is not a trade, like poing. It is an art, or a virtue; it is art for art's sake, and it is its own reward.

"We used to po for a living. Chicken raising has broadened us. We po now for the chicken's living also. The chicken's living costs twice as much as ours. Consequently we write three times as much poetry as of yore.

We raise our chicken in righteous ways and a small yard at the top of a bluff near Irvington. We raise it on hot corn bread bathed in eight-cent milk.

The chicken raises us with false promises. Sometimes in our doubt and despair we think it is raising us on a bluff, too. Certainly it never will lay down anything worth staying in on.

Like the dog, our chicken is a good setter. It sets up nights on its perch planning to beat its board bill. Goodness knows we didn't purpose running an old maids' charitable asylum when we built the chicken house. But the chicken thinks we did, and there we are. What can we do about it? Throw our star boarder on the cold world? The bird would come home to roost as surely as a manuscript.

We have put our chicken through a course of higher education. We have sought to fire its imagination with pictures clipped from the farm journals and pasted on the walls of its dwelling—pictures of industrious hens cackling proudly

over pink eggs in the haymow; of maternal Biddies holding down round dozens of promissory notes; of bustling Topsies conducting callow offspring to the wellspring. We have suffered our chicken to mingle in the best poultry circles of the neighborhood, hoping to imbue it with the spirit of emulation. We have read aloud in its presence all the race suicide literature to be had. But in vain.

As Shakspeare would have written, had the thought occurred to him:

She never laid an egg,
But let starvation, like a worm i' the bud,
Feed on our damask cheek; she loafed around
And with a lettuce leaf upon her perch,
She sat like Patience on a monument,
Kidding our grief.

The accompanying illustration shows an idealistic view of our barnyard. Had the artist been a realist he would have left out the egg.

LATER.

NEWARK, April 26.

Rejoice with us! A thief has stolen our chicken.
L. H. R.

STILL LATER.

NEWARK, May 1.

Regret to state thief brought chicken back last night.
—L. H. Robbins (Newark, N. J., News).



BALLADS TO BAD BABIES

AN OVER-PRODUCTION.

The cat produces fiddle strings,
 The fish produces glue,
 The hen produces eggs and things—
 I don't care, do you?

—Harry P. Taber (*McClure's*, New York).

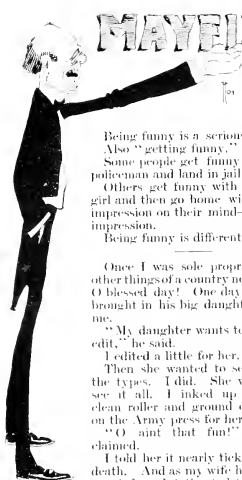
WAR'S HORRORS IN RAGTIME.

From Far East comes the awful news;
 "The Japs have just Hung Chun."
 Dispatches from Chemulpo say:
 "Konghung Samchok, for fun,
 And made Chansing Anju the rag—
 Tongchuen all the while.
 Yeng laughed." They strung Yenghai and said:
 "We don't Wonju to smile."
 At first we thought the message was
 Another Pechili,
 But we New Chwang, who sent the news,
 In war affairs stood Hai.

It put us in a Shanghai-kwan-
 Dary until we knew
 That they had made the Laichu Bight
 From Shangkan a Soo Chew.
 It made some Pskof, but fun galore
 Still more in this Warsaw;
 For while it seems it made Yinko
 Daft, it made his Tsunhaw.
 They might have Kilju if you had
 Been there, and Kigennu
 That you were Faurin, for they hung
 A stranger, Khodjatoo.

—Frank T. Sarright, "Fired at Random"
 (*Los Angeles Record*).





Being funny is a serious matter. Also "getting funny."

Some people get funny with the policeman and land in jail.

Others get funny with the hired girl and then go home with a deep impression on their mind—flat-iron impression.

Being funny is different.

Once I was sole proprietor and other things of a country newspaper. O blessed day! One day a farmer brought in his big daughter to see me.

"My daughter wants to see you edit," he said.

I edited a little for her.

Then she wanted to see me set the types. I did. She wanted to see it all. I inked up the nice clean roller and ground off a page on the Army press for her.

"O aint that fun!" she exclaimed.

I told her it nearly tickled me to death. And as my wife hadn't yet married me I intimated to the girl

that she would never know the joys of it all until she had been pressed and that I was willing to be her managing editor.

There is where I got funny. Which is different.

Her father said he didn't care for any editorial son-in-laws on his pay roll, and he stopped his paper and went out.

Everybody—if he is anybody—stands up for his own country, just the same as a bicycle fiend will declare his is the only kind of wheel made.

Yesterday the sun came up and looked smilingly down upon Denver for the 130th time out of a possible 139 this year. My wife, who is Denver to the roots of her hair, not only took occasion to again do some standing up for the entire state, but she deliberately walked around on my wounded pride and rubbed little bits of climate all over me. And all because I happened to be born further toward the rising sun.

"O I don't know," I said, "Colorado hasn't so much to boast of. The sun never comes out here until the whole East is through with it!"

"Yes; but the East doesn't know enough to raise its curtains and let the sunshine in," she replied, as a cloud came over my face.

And it was another beautiful day—in Colorado.

—A. T. Mayfield (*Denver Times*).

THE REVELATIONS OF AN A. P. H.

And it came to pass in the days of a latter-day Saint whose front name was Robertus that he be-thought himself of a dream, and he laid him down hard by the urn of hallucination and fell into a deep sleep.

Now, this Saint who begot himself a job in the city of Saint Louis II before the days of his vision, threw his job up against the ceiling and spake:

"Behold, am I not gifted of much speech and craftiness and prevarication! Yes, is it not even written on the tablets of the Book of the Royal Blue, and who dare gainsay!"

Then he dreamed his dream, even as William Hearst hath dreamed.

And behold, a great vision escaped from Chicago and ran with great haste and fell upon his neck and upon his whole person, and it flouted transparents and red handannas before his deluded eyes. White-walled structures with glittering domes doth float through the air and hand-painted American eagles flap their wings and fan the face of the man from Missouri.

And someone broke a phial of Excelsior water and poured it out upon the office cat.

And it came to pass that as the fumes of the

dreamer's pipe became more dense that he saw within the white-walled structure a vacant chair and all about it hovered peculiarly shaped figures like unto "corkscrews," so called by the imperial disciples of Coster, of the land of the Haarlem of Holland, and with one accord the question marks exclaimed with a loud exclaim:

"Come hither, O Saint, and hearken to the words of wisdom! The varnish which thou dost not see upon this chair hath faded and been carried away into the land of the James Boys and the Big Red Apple. Yea, even upon the clothes of the wise men of the Ozarks. But hearken, O Saint of Saint Louis II! There is yet strength within the legs of this chair to hold thee up, for alas! thou art small of evt. but great of head-gear. There is need of thee and thy gearing."

And another bottle fell down the elevator shaft and there was loud rumblings and crushings as of many inkwells falling upon the pavement.

And it came to pass that the man who slept and dreamed was much perplexed, and he said unto the bunch of question marks: "Canst thou not see that I am non compos mentis, or words

to that effect, and that I fail to lay hold of thy meaning? Say on, that I may understand."

"O ye of little graftiness, canst thou not understand! The white-walled structure thou hast seen is the temple of much doings, and the seat therein which thou seest vacant cooleth for thy warmth. Go to and sit thee down, for this is Congress!"

And the third seal was opened and a whole case of phials were cracked, even with an ax, and there poured out upon the yellow soil of Missouri much oil of gladness and there was rejoicing for the space of ten blocks and many days.

But, woe unto the Saint when he awaketh and

readeth in the Valley Weekly that he wot not what he dreamed, for is it not written that the righteous shall not sit in the seat of the scornful nor walk in the path of the wicked.

And it shall come to pass that someone shall break the pipe which giveth dream unto he whose surname is not Hate, but Love, and whose maiden name is Robertus, and in the days of the second spasm of the A. P. H. he shall awaken with a broad awake and when he knoweth he hath only dreamed, he shall exclaim:

"O joy, O joy, is me, for alas 'twas only a dream, and no man can sayeth I aspired to Congress with my eyes open!"

—A. C. Mayfield (*Denver Times*)



THE NORSK NIGHTINGALE.

A SONNET.

Von night ven ay ban having yolly yag,
Ay meet big Irish faller in saloon;
Of course ye get acquainted party sune
And spend bout sixty minutes chewing rag;
Ay tal him den (yu see, ay lak to brag
Bout being poet faller), "Val, next Yune
Ay'm going on St. Louis, yust to spoon
Vith Muse. Ay ant got wife, so ay skol stag."

"Ay ban an A. P. H." ay tal him den;
First teng ay know, ay get gude smash on chin;
Dis Irishman ban mad lak setting hen
And soaking me until ay ban all in!
By Yiminy! Ay see the yoke next day—
Ay s'pose he tenk ay ban an A. P. A.

—William F. Kirk (*Milwaukee Sentinel*)



WHEN YOU GET A RAISE IN PAY.

There's a lot of satisfaction when you get a raise in pay,
And you whistle in a happy and a self important way.
You sort of feel like getting down and pounding out the work.
For it's rising now in value and is worth too much to shirk;
And you feel a little bigger and you hanker for the fray—
Sort of confident and eager—when you get a raise in pay.

It may be just a little but it seems to be a pile,
And you change your figures over and you add 'em with a smile.
A little more to lay away; a little more to spend;
And if you're open-hearted—why, a little more to lend;
While all the castles you have built for some far distant day
Seem to move a little nearer when you get a raise in pay.

For the little extra salary, however small it be,
Is the step between necessity and luxury, you see;
And all the rose-lined paths of ease you hope some day to win
Just smile at you as you pass by and seem to say, "Come in."
You spend it ten times over in your mind—but that's a way
A fellow has of doing when he gets a raise in pay.

Oh, it means you're worth a little more, you've not been wasting time;
It means you're on the ladder and are learning how to climb,
And you breathe a little deeper than you ever did before,
And you work a little harder and you think a little more.
For work is just a pleasant thing and life is bright and gay
When you clamber up another round and get a raise in pay.

— *Geo. Fitch (Connell Bluffs Newspaper)*



THE HAIRLESS LIP.

There was a man whose razor rash
Once robbed his lip of his mustache.
It was not much—a score or two
Of hairs of many a rainbow hue;
Yet people looked and looked again,
And laughed and looked and laughed, and then
He'd not have heard more "Ah's" or "Oh's"
If he had cut off half his nose.

One asked him "When?" Another "Why?"
And long before he could reply,
A third asked, "Was the weather torrid?"
And then a fourth, "Well, ain't it horrid!"
"Oh, you're a beaut!" a rude man said,
"I s'pose next thing you'll shave your head!"
And, grinning broadly as he spoke,
He classed the hairless lip a joke.

"Excuse me," said a maiden, "if
I stare—your upper lip seems stiff;
I know, of course, it's all the style,
But does it hurt you much to smile?"
"Is," asked a seventh, "your nose in place?
It seems set higher on your face."
"It makes him look," an eighth said, "leaner."
"Fat," said a ninth, "instead—and meaner."

And while they jested thus with him
And laughed at what they called his whim,
The hairs whose absence changed him so
Lay on the dresser in a row—
Too few for any service but
A birdling's nest in Lilliput.

—Osman C. Hooper (Columbus, O., Dispatch).

AN OBITUARY CURIO.

When Mr. Hogaboom's paper, *The California Curio*, died, he wrote the following death notice, which appeared in the *Western Graphic*, the paper which had absorbed the *Curio*. It gives one a fair idea of his style:

The *Western Graphic* has purchased the good will and subscription list of *The California Curio*, and will continue to do business at the old stand. The *Curio* will appear no more. It is dead—deader than a shredded codfish—the very deadeast thing in town.

I have been requested by the editor of the *Western Graphic* to say a few fitting words to the friends and relatives assembled at the grave. A great grief possesses me, and my words falter, while the tears spring, unbidden, to my eyes. I knew the deceased well. I was intimately associated with it throughout its short but eventful life, and I was almost constantly by its side when the dark shadows hovered over it, and I watched its last struggles, while the icy grip of death clutched at its throat. It died in terrible agony. I held its cold, clammy hand in mine, as its young life ebbed away, and ever and anon kicked it in the ribs a couple of times, to revive its fluttering senses. But all in vain; it died.

The *Curio*, while it lived, was one of the cutest, sweetest, most lovable little things that I ever knew. It was always delicate, and seemed to belong to some other clime, or perhaps some other and better world. I was always afraid that its slender life thread would snap, but I nursed it tenderly, and as the hours grew to days, and the days to weeks, and weeks to months, I got to love the sweet, tender little bud, and it was with a saddened heart that I saw it struggle on, day after day, and week after week, never blossoming nor unfolding its delicate petals to the warm sunlight. I used to look at it with tear-dimmed eyes, and say to it, tenderly: "Doggone you; why don't you blossom, you sweet little bud, you? But it withered and died at last.

Death, in any form, is sad. We grow to love the things with which we are closely and intimately associated; and they die, leaving a void—whatever that is—in our lives which nothing can entirely fill. But as we gather around the bier, and gaze in silence and awe, for the last time, upon the form and features of the dead, we—er—that is to say, we get watery around the eyes, and we—ah—kind of—seems like—like it was too darn bad. At such times it is fitting that we should say something sort of—that is—something—something fitting, as it were.

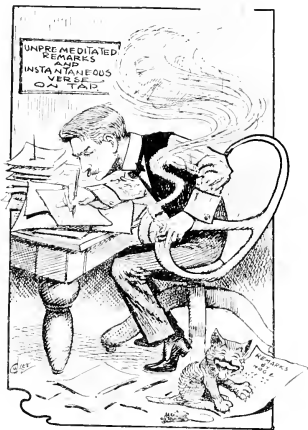
I cannot say aught but good of the deceased. It never intended to, and I doubt if it ever did, harm any one. It tried to be cheerful, even gay, while it struggled, oh, so hard, to keep its own feeble flame a-flickering, and it tried to hide from the world its own great troubles while seeking to drive away the cares and tribulations of others.

The *Curio* never seemed to fit its field. One man told me that the city was not large enough for it, while another said that the city was too large for it. Personally I am of the opinion it was born

under the wrong star and at an inopportune time. Its aim was to be mildly humorous, but the majority of the oil company advertisements now appearing in the daily papers were so much more humorous that beside them its lustre was dimmed, and it passed unnoticed. And it was only when it tried to be serious that people began to laugh.

The *Curio* had many peculiarities. Its political policy of being Democratic one week, Republican the next, and independent every third week, was intended to make it popular all along the line, but it was confusing to some people and misunderstood by many.

The *Curio* was very frank and outspoken occa-



sionally, and I noted that this frankness was more fully appreciated and enjoyed when used in speaking of itself than when speaking of other people and things. This was especially noticeable in the cases of people frankly spoken about.

And now, in conclusion, permit me, dear friends, to say that while I am sorry, oh, so sorry, that the *Curio* was ever born, I am also glad, oh, so glad, so gosh-all-hemlock glad that it is dead. While it saddens me to think how short its life was, a great joy comes to me when I think how long, how very long, it will be dead.

—Winifred Hogaboom (Los Angeles, Cal., *Herald*).



GRAVESTONES.

Railroad men have evolved a scheme by which they may evade the letter of the Elkins law and issue passes in return for services rendered, the services to consist of inducing people to travel over their lines. This means that every man may appoint himself a passenger agent and it also insures agony for travelers. Suppose, for instance, that a man intends to go to Spottsville and appears on the street wearing his best clothes and carrying a valise. He will be immediately surrounded by the self-constituted ticket agents engaged in earning passes for themselves, and the trouble will begin. Of course he will miss the train; but it is really not necessary for a man to go to Spottsville, anyhow.

Every time a man is held up and robbed by footpads he immediately rushes to the nearest newspaper office and announces that the robbers missed a large sum of money by not searching his pockets. This has come to the ears of the footpads so many times of late, that at a recent meeting of the Sandbaggers' Union a resolution was adopted making a failure to frisk the victim properly punishable by expulsion from the order. A class in this branch of the industry is now being taught at the Holdup Training School.

Years and years ago a wise man with a bald head advised that the letter be burned. That has been the advice of many men before and since, but it has not always been followed. A sad-eyed man with a judgment of \$5,000 against him for breach of promise now adds his voice to the chorus of lamentation and red-eyed regret because his letters were not destroyed. He wrote letters when he should have been engaged in the arduous task of pounding sand in a rat hole. Now he must pay, and while he is doing it ever and anon shall he cast furtive glances about, like many another letter writer, to watch for the coming of the fool killer.

Colonel William Northover has announced, as he does about this time every year, that the peach crop has been killed. Major Samuel Southard has stated in a public interview that there will be a full crop. Colonel Northover says Major Southard is an ignoramus and a liar, and the colonel is carrying a rock in his outside coat pocket. Major Southard has been seen toying with a club and casting fierce glances in the direction of Colonel Northover's house. Friends of the two men are trying to prevent a meeting until later in the season, and in the meantime have expressed the hope that there will be at least a half crop of peaches, so that bloodshed may be avoided.

Editor James Smiley of the Spottsville Record has come out strong against gambling and says he will expose those who wager on the election. Editor Smiley has written a long editorial in which he shows conclusively that it is wicked to bet on elections. A year ago he would have put up money on a game of quarts, but he has learned a lesson. Editor Smiley wagered a plug of tobacco with Abner Long on the result of the election in Spottsville and lost. He has paid the bet, but there will be no more gambling in Spottsville.

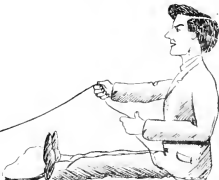
E. Neversweat Bledington has announced his intention of making a tour of the world and expects to add to his experience as an adventurous traveler. In past years Mr. Bledington has traveled over much of the country. He has made examinations of the soil in nearly every state in the Union and carries samples of it with him. He has also studied very closely the genius canis familiaris, and it is possible that he may decide at some future time to deliver a series of lectures on the two subjects.

A scientific gent in Chicago has discovered that moonshine whisky can be smelled forty rods, and this information is respectfully referred to the secret service men in the employ of the government. All they have to do now is to smell the breath of the suspected moonshiner and then take the back track to his distillery. The plan is so simple that the detectives should have thought of it themselves; but they waited for the scientist to butt in.

"This country," said the Sage from Prospect Hill to a reporter for the Spottsville Record, "needs a Society for the Protection of Poets. Every day or two I read about a tyrant editor throwing a poet downstairs or out of the window. It is tough on the poets and not at all encouraging to the rural verse makers, who have the happy faculty of inserting some humor in every line they write. It may be that there is no truth in these stories about the poets being thrown out and maligned and spat upon; I don't know, but I know they ought to be protected."

"In passing the bill fixing the salaries," said Senator Sorghum, "somebody inserted a cipher in the figures and made the salary of Secretary Graves \$1,200,000 a year when the intent of the legislature was to make it \$1,200.00 a year. It makes quite a difference in the figures, but otherwise it is all right—the young man is worth it."—ST. JOSEPH (Mo.) GAZETTE, April 1, 1903.

—Richard S. Graves (St. Joe, Mo., Press).



THE SAUNTERING SCRIBE, OR TRAMPING THE TOWN FOR INSP.

The Sauntering Scribe leaves the pillows about the time the school-bell rings around the corner. After enjoying a real soap bath he quietly slips into his purple pajamas, criticises the joke columns in the morning papers and mumbles mean things about the men who slipped divers rejection cards in his early mail. Then, after partaking of a maltreated wheat, or beaten barley breakfast, the Sauntering Scribe kisses the baby, calls for his cane and saunters carelessly out into the city streets. His strenuous search for inspirations has begun. "Seven budgets of manuscripts came back this morning," muses the Sauntering Scribe, ominously. "That means that ten budgets go out in to-night's mail. These \$10,000-a-year editors will not spend their time smoking cigarettes and planning four months vacations if I can help it."

Then, having run down the germ of a joke, the Sauntering Scribe fishes out the stump of a pencil and scribbles on the back of an old envelope. It would never do for the Sauntering Scribe to carry a long pencil and a neat note-book. So many beautiful inspirations would mistake him for a collector of bills that they would vanish before he turned the corner.

The Sauntering Scribe now warms up to his day's work. Ideas scintillate about him like sparks from an emery wheel. His abbreviated pencil moves swiftly.

"Ha! ha!" he exclaims, fiercely, as he discovers a bank president standing on the platform of a crowded car. "You can't escape me this time. I'll reel off two columns about the 'heads of soulless corporations riding around in luxury while the pale clerk labors at the desk.'"

Turning the corner of a narrow street the Sauntering Scribe finds a soiled urchin twisting the tail of a scrawny cat. "What a grand stimulation for a poem on 'innocent childhood!'" he soliloquizes, making a note on the envelope.

Down the street comes a little man pushing an infant couch. "Good for an article on domestic bliss," says the Sauntering Scribe, "and a joke entitled 'Carrying Everything Before Him.'"

High up in an apartment-house window a woman is shaking a rug. "I'll run off something on 'raising the dust,'" adds the Sauntering Scribe, "and those howling twins at the other window will come in handy in a sea ballad entitled 'Heavy Squalls.'"



In the next block a pretty girl is flooding the pavement with water. "Helen and Her Rubber Hose," muses the Sauntering Scribe, softly. "The possibilities of that title are limitless."

Then he continues his walk. Nothing escapes his restless eye, not even a beer sign. Street organs, automobiles, peddlers, brewery wagons, peanut roasters, Chinamen,—in fact, everything that goes to make up a city street appeals to the inspiration-cavity of the Sauntering Scribe.

When lunch hour approaches he peers through the windows of the "quick" lunch-room. There is always something inspiring in the sight of several dozen men all trying to grab the same mug of hot coffee. It is also a sociological study to see a little wisp of a man attack a red porter-house while in the next chair a giant with biceps like grinding stones, timidly nibbles a cruller and sips a glass of blueish milk.

After the Sauntering Scribe works the lunch-room district with his pencil, he hies away to some wholesome side street where it takes two hands to hold the glass, and a bowl of chowder goes with every purchase. If he is on the water wagon he drinks charged water. Scribes are very much addicted to having things charged.

It is now approaching 2.00 p. m., and just the time for society verse. The Sauntering Scribe seeks the boulevards. Wealth and fashion are abroad.

"My Lady in the Lucky," scribbles the saunterer, and then as a society sweeps by towing a silky object, "Prudence and Her Poodle."

The Sauntering Scribe reaches one of the parks that boasts of real trees and handsome policemen.

"Cooing time," murmurs the scribe, sighting a love-lorn couple on a distant bench. Inspiration runs riot. He stores away germs of the future ballads, stories, sketches and jokes. Every coachman, nurse, small boy or policeman adds a line on the back of the old envelope. When the envelope is full of scribbling the Sauntering Scribe uses one of his cuffs.

And the sauntering continues. When he finally seeks his home he is weary, but enthusiastic. There is enough inspiration scribbled over that old envelope to bring him a score of checks. Nineteen from the despotical editors and perhaps one from the paymaster of some newspaper or magazine. But the Sauntering Scribe is never disheartened by rejections.

"It is really astonishing how many editors don't know their business," he will remark emphatically, "but I'll keep at it until I convince them of their faults."

And perhaps he will.

—Victor A. Hermann.

JOHN HENRY AND THE BENZINE BUGGY.

A cross-country dub named Montrose has been doing the Shine specialty around Clara J. lately.

He began to call evenings and bring a bunch of ready-grown flowers with him as big as a hay stack.

Then he'd spread around the parlor and tell her how he won the long-distance running jump in the '04 Yale class.

As you approached him from the front the first name you saw was Clarence—Clarence Edgerton Montrose.

Wouldn't that slap you!

I don't think Clara J. considered him the real kittens, but he could talk fast and use long words and she found him pleasant company.

She said she loved to sit and shade her eyes with the 88 fan I gave her and listen to Clarence Edgerton Montrose while he discoursed about Palestine and the Holy Land.

If he was ever there he went in a hack.

That's the trouble with some of those college come-outs! The Professors beat them over the head with a geography, and then as soon as they get a crowd around they begin to go to the places that struck them hardest.

A foolish friend once told Clarence he could sing, so now when he's out in company if anybody happens to glance at the piano Clarence opens a bundle of tra-la-la's and begins to beat them around the parlor.

When Clarence sings he makes faces at himself.

When he goes after a high note you'd think he was calling the dachshund in to dinner.

The first time I caught Clarence was on the golf links. One of those tort little red coats squeezed his shape and around his neck he had a pink stock that was waiting for a chance to choke him.

Clara J. introduced me to His Pinkness and he invited us in the clubhouse to throttle our thirsts.

I ordered a rickey, Clara J. called for a lemonade, and Clarence's guess was a pail of Vichy and milk.

When the sud's rolled up I gave the Vichy stuff the sad eye and Clarence caught the gaze.

I could see that he wanted to back pedal right then, but he waited until the next round and then he waded out among the High boys. It was the bluff of his life.

His limit on bug bitters was imported gingerale with a piece of lime in it. When he was out roystering and didn't care what became of him he would tell the bartender to add a dash of phosphates.

But now he made up his mind to splash



around in the tide waters just because the lady was looking on.

Clarence felt that the future was at stake, and he must cut out the sawdust extracts and get busy with the grown-up booze.

After the first high ball Clarence began to chatter and mention money. The mocking birds were singing down on the old bayou, and he began to give Clara J. the loving leer.

She grew a bit uneasy and wanted to start the paddle wheels, but I signalled to the waiter because I wished her to see her Society slob at his best.

At first Clarence insisted upon dragging out a basket of Rumart, and he wanted to order rubber boots so we could slosh around in it.

But I steered him off and he went all the way up the hill and picked out another High fellow.

When the second high was under cover, he reached over and patted Clara J. on the hand.

He wanted to lead her away to Paris and show her everything that money could buy.

When she gave him the "Sir!" gag he apologized and said he didn't mean Paris, he meant Coney Island.

Then he smiled feverishly and opened a package of hiccoughs.

When Clara J. and I moved out on the links Clarence was watching the floor and trying to pick out a spot that didn't go 'round and 'round.

His chips were all in and he was Simon with the Souze, for sure.

After that, as an honest, hard working man, it was my duty to put the boots to Edgerton and run him down the lane as far as the eye could see.

So I framed up Clarence's finish with much attention to detail.

The next day I happened to look over Clara J.'s date book and found that Clarence Edgerton Montrose had rented the house for a Wednesday matinee, so I hired one of those horseless carriage things, and pulled up in front of the windows just about the time I thought His Feathers would be playing the overture.

I knew that Clara J. would cancel the contract with the mutt that mixed in just as soon as she saw the automobile snap.

I figured that the picture entitled "The True Lover's Departure in the Dream Wagon" would put a crimp in Clarence about the size of a barn door.

It was my third or fourth time behind the lever of the busy barouche, but I was wise that you pulled the plug this way when you wanted it to go ahead, and you shoved it back when you wanted it to stop.

When it came to benzine buggies I felt that my education was complete.

I was George Gazzetta, the real Rolando, when I pulled up in front of my lady friend's front gate. My market price was \$18,000 a square inch.

In six minutes by the watch Clara J. was down and in the kerosene caravan. Clarence hadn't arrived.

Somebody must have put him next, but I knew where he lived and I figured it out that after we came back from Lonely Lane I'd send the landau around and around the block he camped in till I made him dizzy.

Clara J. was the feature of the game.

She was the limit in ladies' dress goods.

For a chaser she wore one of those feather boas that feel cool because they look so warm.

Well, I turned the horseless gag into the shell road and cut loose.

We were doing about 43 miles an hour and the birds were singing on the way.

Clarence Edgerton Montrose was working in Shaft No. 3, back in the mines—my lady friend told me so.

She was having the time of her life.

I was her candy boy for sure.

Just then something snapped and the machine started for Portland, Maine, on the basis of a mile in eight seconds.

Clara J. grabbed me around the neck and I grabbed the lever.

"The eccentric has buckled the thingamajig!" I yelled, pushing the lever over to stop the carryall.

The thing gave me the horse laugh, jumped over a telegraph pole, bit its way through a barbed-wire fence and then started down the road at the rate of 2,000,000 miles a minute.

"Why don't you stop it?" screamed my lady friend.

"I'll be the goat; what's the answer?" I said, claving the lever and ducking the low bridges.

We met a man on a bicycle and the last I saw of him as we whizzed by he had found a soft spot in a field about four blocks away and he was going into it head first.

We kept his bicycle and carried it along on our smoke stack.

I couldn't stop the thing to save my life.

Every time I yanked the lever the snap would let a chortle out of its puzzle department and fly 100 feet straight through the air.

We were headed for an old ash heap, and my market price had gone down to three cents a ton.

"Don't jump!" I yelled to my lady friend, but the wind whisked the first half of my sentence away.

Clara J. gathered her skirts in a bunch and did a flying leap out of the crazy cab.

She landed right in the middle of that heap of fresh ashes—and she made good.

All I could see was a great, gray cloud as I pushed on to the next stand.

About half a mile farther down the road the machine concluded to turn into a farm-yard and give the home folks a treat.

It went through a window in the barn, out through a skylight, did the hula dance over the lawn, and then fell in the well and stayed there, panting as though its little gas-engine heart would break.

When I limped back to Clara J. the storm signals were flying.

She was away out on the ice.

The feather bon looked like the hawser on a canal boat, and the ashes had changed the pattern of her dress goods.

We were stingy talkers on the road home.

It will take me two years to square myself.

Hereafter, me to the trolley!

Me to the saucy stage coach when I'm due to gallop away and away!

No more benzine buggies for yours, sincerely!

Never again for the bughouse barouche! Not me.

I have only one consolation: The chap we pried off the bicycle was Clarence Edgerton Montrose.

It will take him about three years and two months to find all the spots that foolish-wagon knocked off him.

—George V. Hobart.



BUTTIN' IN.

STANZA I

LEW used to wonder if he could
Butt in and possibly make good.
He'd stand and gaze with longing eyes
Around a section of the flies,
And hanker to go on and know
If he could help to make a show.



STANZA II

HIS heart was in his mouth while he
Stood listening to the repartee
They bandied back from End to End—
Sometimes he fancied he might mend
The dialogue a little bit
If once he had a whack at it.



STANZA III

BUT by and by his courage riz;
Ambition's fires began to sizz,
And o'er the wall he went, pell-mell,
To prove that he could do as well;
As he had always dreamed he could,
Or that he was a man of wood.



STANZA IV

HIS friends, who stood aghast and saw
Him seize the wall and set his jaw
To burst into the midst of it,
Declared he'd never make a hit.
They'd "known him all his life," you know;
He "had to fail"—'twas ever so.



STANZA V

HIS work caught on—'twas passing fair;
 At least folks thought so, everywhere,
 Until this book of books he found,
 Whereat his big heart made a bound.
 "At last!" he cried, "the field is won!
 Here's first-class humor by the ton!"

—Strickland W. Gillilan.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

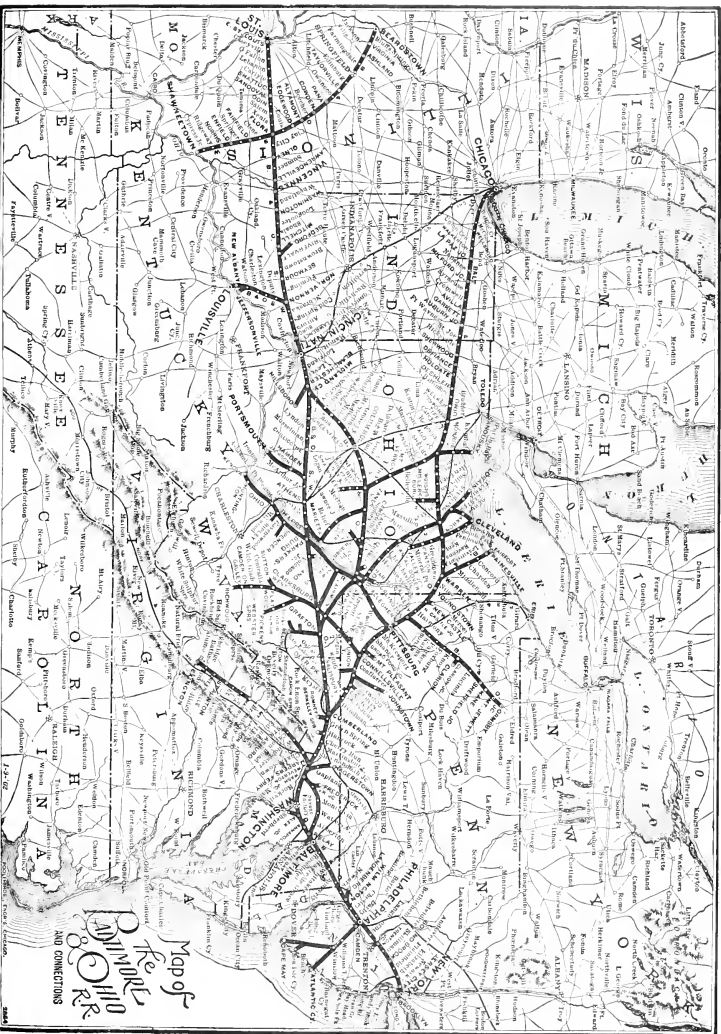
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 D. E. MARTIN, Manager Passenger Traffic,
 Baltimore & Ohio R. R., Baltimore, Md.

E. N. AUSTIN, General Passenger Agent,
 Baltimore & Ohio Lines West, Chicago, Ill.
 O. P. MCCARTY, General Passenger Agent,
 Baltimore & Ohio S.-W. R. R., Cincinnati, Ohio.



Map of
the
RAILROADS
AND CONNECTIONS

Baltimore



Ohio

R.R.

EAST AND WEST



CALENDAR - 1904



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
3	4	5	6	7	8	9	7	8	9	10	11	12	13	6	7	8	9	10	11	12	3	4	5	6	7	8	9
10	11	12	13	14	15	16	14	15	16	17	18	19	20	13	14	15	16	17	18	19	10	11	12	13	14	15	16
17	18	19	20	21	22	23	21	22	23	24	25	26	27	20	21	22	23	24	25	26	17	18	19	20	21	22	23
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31																											
MAY							JUNE							JULY							AUGUST						
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29	30	31					29	30	31					31							29	30	31				
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
4	5	6	7	8	9	10	2	3	4	5	6	7	8	6	7	8	9	10	11	12	4	5	6	7	8	9	10
11	12	13	14	15	16	17	9	10	11	12	13	14	15	13	14	15	16	17	18	19	11	12	13	14	15	16	17
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25	26	27	28	29	30		23	24	25	26	27	28	29	27	28	29	30				25	26	27	28	29	30	31
							30	31																			

ROYAL BLUE TRAINS

D.B. MARTIN,
MANAGER PASSENGER TRAFFIC,
BALTIMORE, MD.

B.N. AUSTIN,
GEN'L. PASS. AGENT, CHICAGO.
C.W. BASSETT,
GEN'L. PASS. AGENT, BALTIMORE.

ROYAL BLUE



BALTIMORE & OHIO R. R.

1904



THE NATION'S HIGHWAY

TO

AND THE

MAGNIFICENT THROUGH

Vestibuled Train Service

FROM

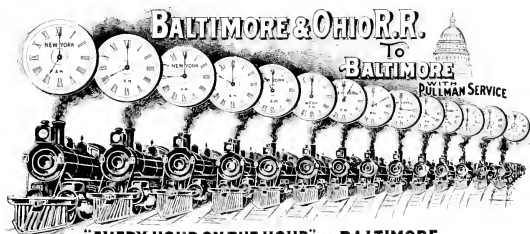
VIA

Cincinnati

♦ ♦

DINING CAR SERVICE UNEXCELLED

ROYAL BLUE SERVICE FROM WASHINGTON



"EVERY HOUR ON THE HOUR" TO BALTIMORE
"EVERY OTHER HOUR ON THE ODD HOUR" TO PHILADELPHIA & NEW YORK

"Look at the Clock"

ROYAL BLUE TRAINS

**LEAVE WASHINGTON
FOR PHILADELPHIA
AND NEW YORK**

"Every Other Hour on the Odd Hour"

7, 9, 11, 1, 3, 5 o'clock

DURING THE DAY

AND

**LEAVE WASHINGTON
FOR BALTIMORE**

"Every Hour on the Hour"

PULLMAN SERVICE ON ALL TRAINS



Reduced Fares Authorized St. Louis World's Fair Baltimore & Ohio R. R.



NOW IN EFFECT.

SEASON EXCURSION TICKETS will be sold daily during the period of the Exposition, with final return limit of December 15, 1904.

SIXTY-DAY EXCURSION TICKETS will be sold daily during the period of the Exposition, with final return limit of sixty (60) days, but not later than December 15, 1904.

FIFTEEN-DAY EXCURSION TICKETS will be sold daily during the period of the Exposition, with final return limit of fifteen (15) days, including date of sale.

COACH EXCURSION TICKETS will be sold only for specified dates and trains. Tickets will be good in Day Coaches only on special or designated trains going, and on regular trains returning, limited for return passage leaving St. Louis not later than ten (10) days, including date of sale. (See special announcements.)

VARIABLE-ROUTE EXCURSION TICKETS will be sold daily during the period of the Exposition, with final return limit of December 15, 1904, and sixty (60) days, according to limit desired.

STOP-OVERS.

STOP-OVER not exceeding ten (10) days at each point will be allowed on Season, Sixty (60) day and Fifteen (15) day excursion tickets, in either or both directions within return limit, at Philadelphia, Baltimore and Washington, also at Mitchell, Ind., for visitors to French Lick or West Baden Springs, Ind. Stop-over not exceeding ten (10) days at each point will also be allowed in either or both directions within return limit at Deer Park, Mountain Lake Park and Oakland during months of June, July, August and September. To secure stop-over, passengers must notify conductor and deposit ticket with Depot Ticket Agent immediately upon arrival. No stop-over will be allowed on coach excursion tickets.

STOP-OVER not exceeding ten days will be allowed at St. Louis on all one-way and round-trip tickets (except Colonist tickets to the Pacific Coast) reading to points beyond St. Louis, upon deposit of ticket with Validating Agent and payment of fee of \$1.00.

EXCURSION FARES.

Going and Returning same Route.

FROM	Season Fare.	60-Day Fare.	15-Day Fare.	Coach Fare.
New York, N. Y.	\$34.00	\$28.35	\$23.25	\$18.00
Philadelphia, Pa.	34.00	28.35	23.25	17.00
Chester, Pa.	34.00	28.35	23.25	17.00
Wilmington, Del.	34.00	28.35	23.25	17.00
Newark, Del.	34.00	28.35	23.25	17.00
Baltimore, Md.	33.60	28.00	23.00	17.00
Washington, D. C.	33.60	28.00	23.00	17.00
Hagerstown, Md.	33.20	27.70	22.75	16.00
Frederick, Md.	33.60	28.00	23.00	16.00
Cumberland, Md.	30.40	25.35	21.00	15.00
Grafton, W. Va.	27.20	22.70	19.00	13.00

Corresponding Rates from other Points.

For additional information concerning routes, rates, time of trains, etc., call on ticket agents.



New York, Philadelphia, Baltimore Washington, Cincinnati and St. Louis Line

Three vestibuled trains daily each way comprise the excellent service between the Metropolis and the World's Fair City. This route will be the favorite highway during the Louisiana Purchase Exposition in 1904, between the East and the West. The Trains are modern throughout. The Coaches are marvels of comfort. The Drawing-Room Sleeping Cars are spacious. The Dining Car service is unexcelled. The Scenery world-renowned.

(See time tables in back of Magazine.)

Baltimore & Ohio World's Fair Service

Pittsburg, Columbus, Cincinnati and St. Louis Line

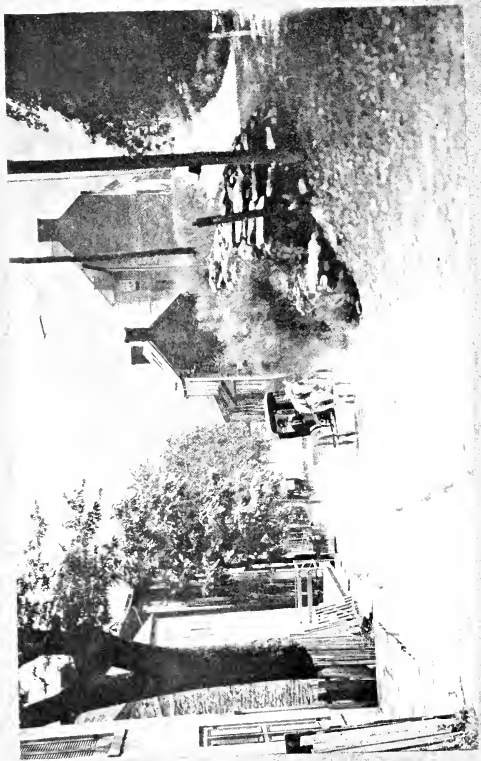
Three vestibuled trains daily each way comprise the excellent service between Pittsburg and St. Louis morning, noon and night. These trains have entirely new equipment. The day trains with Cafe and Dining Cars and the night trains with Drawing-Room Sleeping Cars. The Coaches are of new design with spring-raising windows and sanitary ventilation.

The World's Fair Flyer

leaves Pittsburg at 1.30 p. m. daily.
A solid vestibuled train with through

Coaches, Sleeping Car and Dining Car.

Lv PITTSBURG	8.30 a. m.	1.30 p. m.	8.50 p. m.
Lv WHEELING	10.45 a. m.	3.43 p. m.	11.25 p. m.
Lv COLUMBUS	2.35 p. m.	7.20 p. m.	3.50 a. m.
Ar CINCINNATI	5.50 p. m.	10.30 p. m.	7.30 a. m.
Ar ST. LOUIS	7.23 a. m.	7.58 a. m.	6.00 p. m.



THE HILL ROAD, HARTER'S FERRY

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY.

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VOL. VII.

BALTIMORE, JUNE, 1904.

No. 9.

HARPER'S FERRY, A PHOTOGRAPHER'S MECCA.

BY GEORGE B. LUCKEY.

RARELY can there be found in greater abundance that quality of the picturesque which might be so aptly termed a photographic quality, than can be seen at the quaint old town of Harper's Ferry. It is not necessary to have been previously informed of its historical wonders, of the famous heights which furnished natural fortifications for both armies

the mountain side, in some places so steep that one can pass from the street level at the front door back to what will be a porch on the third floor in the rear. You feel at once that up among those hillside streets are bits of doorways, mellowed architecturally by time, and curious little balconies filled with blooming plants and hanging baskets, and big red chimneys and steep slanting roofs, the shingles even from that distance showing a tendency to curl up as if they were reaching out to catch hold of something to prevent them slipping off into the appalling depths below. Then some particular window catches your eye, the view from which you feel confident is just what you have long desired and so you lose no time in starting up the winding street. Right at the first turn, a short distance up the hill, the view backward composes into a beautiful picture as charming as could be desired and indicates most truthfully the character of many of the scenes to be found.

Near this point is the old stone stairway carved from the native rock of the hillside and making an avenue of easy approach to the church. It is up these stone



CONTESTING THE RIGHT OF WAY

of the Civil War, of the tons of lead bullets and rusty iron spheres long ago corroded past all semblance of warlike utility, of the cart loads of dilapidated muskets. For "The War" is still a topic at the Ferry, and the fame of its relics is spoken of far and near. It needs not these interesting sidelights of history to bring the camera into action, as the first glimpse from the depot will be all sufficient. The entire town seems to have once been built on the hill which projects its front directly towards you and then by some oversight in construction seems to have slipped its moorings and literally skated to the bottom, where most of it has stayed apparently as it arrived there, a jumble of homes and shops all just as they should be to satisfy, while those that stuck in the slide still cling to



THE OLD STONE STAIRWAY TO THE CHURCH.

steps, eroded by the heavy rains and worn by the feet of the penitent into many irregularities, that vistas of exquisite charm are found. A short street which terminates abruptly at the old steps, flanked on one side by an old wall covered densely with vines and on the other by a row of houses built of brick, old brick tinted to the right shade, that will tempt another exposure immediately. Then you climb up to the church itself. Unfortunately this church is far too modern to attract the picture eye, but a jumble of roofs, chim-



HOMES OF THE CANAL FOLK

THE CANAL PASSING THROUGH A SPIR
OF THE BLUE RIDGE

neys and ancient dormer windows, backed by the waters of the Shenandoah and the mountain on the other side of the river presents unlimited chances for snap-shots in almost any direction. Still farther up the hill is the old burying ground and here are located the graves of the Harper family, the stones bearing testimony to the age of the place. A little below you is the famous Jefferson Rock, and the view from this rock, made either in the early morning or just as twilight is settling down, is alone well worth the trip. From here a tiny path, barely wide enough to accom-

modate a single person, winds down to the Shenandoah and will furnish the seeker after pictures many desirable things. Reaching the bottom, or river level, the entire Shenandoah, for miles above, is a perfect treasure mine of possibilities photographically. All along the banks are picturesque cabins, old flat-bottomed boats and fishing paraphernalia peculiarly indigenous to these parts. The river is full of rapids and small islands and always for backgrounds are the beautiful Blue Ridge Mountains themselves which, photographically, are irresistible.

Almost directly beneath Jefferson Rock is a small settlement which one reaches by



READY FOR A COMING BOAT



SLOWING DOWN FOR LUNCH

crossing a short bridge, and here are found again abundant material for your rolls of film. Many traces of former disastrous floods are visible, and in some cases the half of a house only remains and causes you to wonder why such hazardous ground will be utilized for home building. The children of this settlement are interesting models and quite willing to become martyrs in the cause of art.

A short climb up an excellent road will again bring you to the top of the West



ON THE ROAD TO CHARLESTOWN.

Virginia ridge, which stretches back in rolling country like a gigantic letter V, the apex of which is the Ferry and the two sides the Shenandoah and Potomac rivers. All through this section within easy walking distance are good pictures to be found, beautiful open landscapes, road scenes and old mountain homes. A short distance away, commanding a fine view of the Shenandoah, stands John Brown's Fort, peacefully planted amidst a wilderness of daisies, oddly at variance with its warlike history. A short walk across soon brings the Potomac River into prominence and here again are found a myriad of photographic opportunities. A busy paper mill, while jarring the artistic sensibilities at

another winding path takes you up to Bolivar Heights, and from here a magnificent panorama of the village and both rivers, of Maryland and Virginia Heights, all assembled in one view, form, perhaps, the masterpiece. Taken during a storm, at sunrise or at night with all the twinkling lights, the mountains forming a vast background of vague shadows, it is well worth the sacrifice of much time and effort. The opposite heights offer the athletic enthusiast unlimited views of all the surrounding country and can easily be scaled. From



OLD MILL ON THE POTOMAC.

the top of Maryland Heights the picture is superb in all directions, with the Ferry, both rivers, and the canal following the tortuous banks of the Potomac and looking like a silver ribbon at this elevation, and over all the haze of the mountains, which softens their sharpness and adds that atmospheric quality so much desired and so lacking in the wonderful clearness of the air in the Rocky Mountain section of the extreme West.

To all devotees of the camera the Chesapeake and Ohio Canal will, if seen, at once become a favorite hunting ground, and along its entire length of about one



A HOME ON THE SHENANDOAH

first glance, amply repairs the damages, in the dam erected a mile above, thus turning the Potomac into a tranquil stream almost lakelike in its broadness and supplying a pleasant change of landscape. A road extends for a few miles along the bank and furnishes a tripod footing at every turn. Little mountain streams splashing down from the plateau above, spanned by old culverts or bridges, are ready to hand and the entire region is a pictorial paradise.

Turning again back towards the town



THE TOW-PATH NEAR "THE FERRY"



JOHN BROWN'S FORT



A HILLSIDE STREET

hundred and forty miles there occurs no more picturesque location than right in this Harper's Ferry region. The life of the canal, photographically, is intensely prolific of good stuff. The habits of its denizens have remained unchanged practically from its inception. The locks, the homes of the lock-tenders and even the people themselves form pictorial possibilities of high order. Canal-boat life in all its phases, taken from any viewpoint, composes naturally into effective pictures. The canal itself, winding through the mountains, and fringed with a tangled growth of years, caused by the seepage irrigation, is well worth bringing your camera any dis-

tance to perpetuate. To be fully appreciated one should walk along the tow-path, for at every turn a feast of possibilities is at hand. The people are most hospitable and will be delighted to grant your request to ride with them to the next lock. Many charming views are thus available as the boat is towed along, with no effort beyond working your shutter. The wonder of it all is that here at Harper's Ferry, densely packed together, there can be found such a world of the picturesque; all varied; all interesting. Nature has been lavish indeed, and time has softened and enriched the work of man. It is veritably a photographer's Mecca.



WHERE THE CANAL BROADENS



THE SHENANDOAH ABOVE HARPER'S FERRY

THE LIFTING OF GREAT WEIGHTS REDUCED TO A SCIENCE.

THE Baltimore & Ohio Railroad has recently completed at Mount Clare Station, Baltimore, the erection of an electric crane. The crane is known as the Morgan patent, four-motor electric overhead traveling crane, Gantry type. For the purposes for which it was designed a more complete machine could hardly be imagined, and as a modern labor and time saving device it is worthy of particular attention. A large portion of the heavy freight carried from Baltimore is handled at Mount Clare Station, and speed and celerity of movement is an essential factor. This great steel crane has four independent motors; the current for all of them being supplied by an overhead trolley by exactly the same method as is in use upon the street car systems, a small trolley arm taking the current from two

overhead wires which run parallel with the tracks. Both hoisting motors are twenty-five-horse power each, one working slowly and capable of lifting fifty thousand pounds. This tremendous power will perhaps be more readily understood when it is known that this weight represents four ordinary electric trolley cars, each capable of seating sixty people. The crane will lift this weight at a speed of ten feet per minute and move along with it along its own tracks, suspended, at a speed of two hundred feet per minute. The smaller, or auxiliary motor, used for hoisting all light loads, is designed particularly for speed and quickness of action and is built to handle six thousand pounds. This weight can be lifted at ninety feet per minute and shifted at right angles with equal speed. The entire crane is moved along its own



LIFTING GREAT WEIGHTS REDUCED TO A SCIENCE.

tracks with a small five-horse power motor which operates a set of gear wheels, which in turn act directly upon the wheels of the crane.

All the controlling mechanism for this immense power is located in a small wooden house near the top of the crane and is directly under the control of one man. All the working parts are amply protected from the weather, and in case of an excessive snow fall it is necessary only to clear its two single tracks to put the machine in action. In the illustration shown, the large hoist is lifting a solid steel plate weighing nine thousand pounds

with as much ease as a man would pick up his daily paper. In the application of electric power to isolated points, the Baltimore & Ohio Railroad is particularly well equipped, with its large central power house from which electric power is supplied to all its numerous contiguous points. The road has always been the pioneer in its adaptations of electric power, and this crane amply typifies the soundness of this policy in the cheapness of operation, the extreme quickness and efficiency in loading and unloading heavy freight and to the great convenience to the shipping public of this class of commodities.

OCCASION.

BY GRIFF ALEXANDER.

Occasion's a blacksmith; his helper is Will,

Beware, if of labor he tires!

His hammer's an impulse to make or to kill,

And his furnace is throbbing desires.

When the sparks 'gin to fly, run to shelter who can!

He has metal enough for his needs;

And the thoughts that he loose in the mind of a man

Are welded like steel into deeds.

CINCINNATI, OHIO.

CONVENTION OF THE BENEVOLENT AND PROTECTIVE ORDER OF ELKS,
JULY 18 TO 23, 1904.

CINCINNATI, the "Queen City of the West," has always been popular as a convention city, and at some time or other has been chosen by the various national organizations of America. It is an adaptable city, broad minded, patriotic, generous and has always been noted for its public benefactors, having many monuments in the form of handsome edifices to bear out this part of its reputation.

Its central location is in its favor also, as all the trunk lines, north, south, east or west pass through it. Its innumerable halls of varying capacity, set all doubts at rest, when the question of a suitable meeting place for large gatherings of people are considered. Its hostleries are also numer-

ous, including eight or nine thoroughly modern and well appointed hotels, and twice that number where excellent accommodations are provided at moderate cost, and probably three score or more smaller hotels, all located practically in the heart of the city. Excellent cafes and restaurants, so essential to a transient public at a time of a convention, are to be found in goodly numbers.

Cincinnati, that is the city proper, lays in a broken bowl with high hills on three sides, with the broken side resting on the beautiful Ohio River. Price Hill, the highest of the three, lies to the west, affording a beautiful outlook of the city below, the receding river and the gorgeous Kentucky hills across the river. On the



DAVIDSON'S FOUNTAIN



CHAMBER OF COMMERCE.



COURT HOUSE.

east is Mount Adams. This hill commands the view of the river, and stands guard also over the city of Covington, Kentucky, with its population of 50,000; Newport, with 30,000; Bellvue and Dayton, with probably 20,000 more. Mount Auburn, to the north, forms the center of the great ramparts.

Be it understood, Cincinnatians, generally speaking, do not live in Cincinnati; but whether their homes are twenty or more miles distant, they are proud to affix the name of the city with their's on the hotel registers the world over. "Was you efer in Cincinnati?" Cincinnati's crowning glory is her suburbs, spreading out for twenty-five miles to the north, east and west, "over the hills and far away." Among them are some of the most artistic villages in the country. A smoky city naturally instils a desire to make the home where the air and sunlight are undefiled. As a consequence the rightful population is very close to a half million.

For a matter of information to the visitor, suffice it to say, Cincinnati, like other cities, has its Chamber of Commerce, City Hall, Court House, Public Library, Y. M. C. A., etc., all downtown and all more or less pretentious. Its principal downtown clubs are the Queen City, Phoenix, Lincoln, Business Men's, Blaine, Duckworth and Cuvier, embracing the social, political and business life. On the hills, in the suburbs, are many others on the social order.

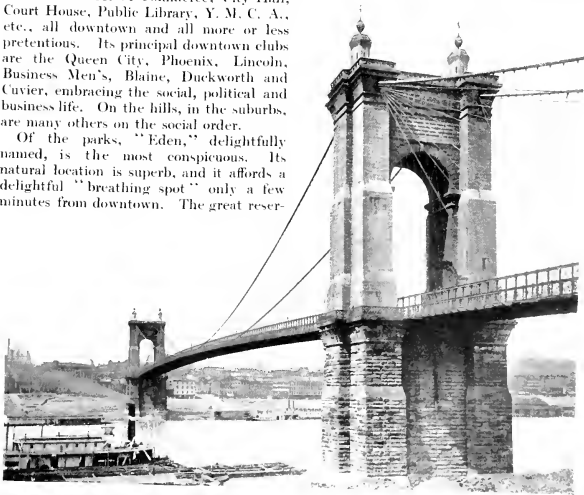
Of the parks, "Eden," delightfully named, is the most conspicuous. Its natural location is superb, and it affords a delightful "breathing spot" only a few minutes from downtown. The great reser-

voir furnishing the city with its principal water supply, is located here, and adds to the beauty of the landscape. The picturesque water tower, the Art Museum and Art School in the park give it an old English air. Just outside is the world-famous "Rookwood Pottery." The visitor should not miss a bit of this delightful place.

Beyond the park lays Walnut Hills, a wealthy and most populous suburb. Beautiful residences, churches, apartment houses and homes spread over the hills for acres and acres.

Avondale and Mount Auburn, adjacent to Walnut Hills, vie with their neighbor in aristocratic homes. Clifton, lying farther north, is the most aristocratic and the wealthiest of them all. Its thoroughfares are broad, and its residences, grand and stately, are often hidden in the dense shrubbery.

Burnet Woods is a natural park of hills, hollows and ravines, and while not so picturesque as Eden Park, is larger, and as its name implies, is covered with forest trees.



SUSPENSION BRIDGE

The Zoological Gardens are always interesting and popular to visitors.

The street railway system of Cincinnati is efficient and all places are easy of access with quick service.

The Benevolent and Protective Order of Elks will hold their convention in Cincinnati July 18 to 23, and the city has taken steps to entertain them fittingly.

A fund of more than \$40,000 has been raised to provide entertainment.

The parade will excel anything of the kind in the history of the Order, and the Reunion Committee as an inducement to handsome appearing lodges, offers the following cash prizes for that event: \$500.00 to the lodge having the greatest number in the parade; \$500.00 to the lodge in the parade having the greatest aggregate mileage; \$500.00 to the best appearing lodge in the parade; \$500.00 to the lodge having the most unique uniforms; \$500.00 to the lodge accompanied by the greatest number of ladies. In this connection it

may be stated that the wives, mothers and sisters of Cincinnati Lodge No. 5 will constitute a committee which will be distributed among the various hotels, the members of which will devote their entire time to the comfort and entertainment of the visiting ladies. In order that small bands may have an opportunity equal to the larger ones in competing for the purses, the contest will be divided into two classes, as follows:

Bands consisting of more than thirty musicians will be considered bands of the first class, and bands consisting of less than thirty musicians to be classed as bands of the second class, with the following prizes: For bands of the first class, prize \$1,000.00; second prize \$250.00; for bands of the second class, first prize \$500.00; second prize \$250.00. Handsome prizes will also be awarded for illumination and decoration. The general plan of entertainment has been outlined and will consist of numerous and varied features.



ART SCHOOL AND MUSEUM, EDEN PARK

LOUISVILLE, KENTUCKY.

BIENNIAL CONCLAVE KNIGHTS OF PYTHIAS,
AUGUST 15-30, 1904.

LOUISVILLE, like Cincinnati, is another favorite city for conventions on account of its favorable geographical location. The center of population of the United States, in the census of 1900, was a point seven miles southeast of Columbus, Indiana, almost equi-distant from Cincinnati and Louisville. To a convention of a national organization this fact is important, because delegates from the distant points north, east, south or west have the same comparative distance to travel.

Besides, Louisville has excellent railroad facilities and the advantage of location on the Ohio River. Its facilities have been tested by former conventions where the attendance has been enormous, and Kentucky hospitality proven to be a real thing.

Louisville is a most attractive city and is the middle gateway between the north and south. Its principal parks—named from various Indian tribes—"Iroquois," "Cherokee" and "Shawnee," lie on the outskirts of the city, south, east and west, with the Ohio River skirting the north or front. Parks are most necessary adjuncts to encampments of uniformed bodies of men, and these parks were very favorable in the G. A. R., Confederate Veterans and Knights Templar encampments. A considerable rapids and falls occurs in the usual tranquil flow of the Ohio at Louisville, from which the city gained its sobriquet of "Falls City." The government, however, has provided canals and locks for the safe passage of steamers.

For the Knights of Pythias convention the city has made provision for extensive decorations; hotels have prepared for the greatest expected attendance; full committees have been appointed to handle all details in the most satisfactory manner, and an elaborate programme arranged.

It has been estimated that during the two weeks convention the attendance will be 250,000. To take care of this transient population there are over thirty hotels and hundreds of good boarding and lodging houses and restaurants, who absolutely guarantee caring for the visitors at reasonable rates.

Only two hours' ride from Louisville is the famous Mammoth Cave of Kentucky, which is one of the wonders of the world. Arrangements for excursions from Louisville have been arranged for at reduced rates. Some one has most fittingly described the cave as follows:

"Nature reached the acme of her creative genius when she modeled Mammoth Cave. Aeon after aeon the mighty Sculptress chiseled away with that sole and irresistible tool—water—and wrought, far down in the stillness of the earth, Titanic reproductions of the surface mountains and valleys, cliffs and gorges, cascades and placid streams, arched halls and broad avenues.

"The most gigantic cavern of the world is a source of ceaseless wonderment to both tourist and scientist. One who has stood in the palling silence and Stygian blackness and watched the flecked dome of the Starry Chamber come gradually into view, departs with a new and ever-remembered sensation throbbing in his breast. The man who hears the Water Clock ticking away the centuries goes out with a different light in his soul.

"A boat ride on Echo River, hundreds of feet below the earth's surface, a glance down the Bottomless Pit, a pause by the Giant's Coffin, a visit to the gorgeously beautiful Bridal Altar, and the exit from the depths through the tortuous Corkscrew are a few of the many marvelous incidents that are impressed on the visitor's brain to remain while memory lasts.

"Visitors to Mammoth Cave years ago established the pretty custom of building monuments of stones in honor of their visit to the cavern. These piles have grown in size until many of them are now imposing masses. Not the least among them is the Pythian monument. During next August this pile will reach colossal proportions as each pilgrim proudly adds a stone to the structure as a souvenir of his visit."

From New York, Philadelphia, Baltimore, Washington, Parkersburg, Marietta, Chillicothe and all Eastern points via Cincinnati, the Baltimore & Ohio has three

through vestibuled trains daily, with modern coaches, Pullman drawing-room sleeping and observation cars and Company's own dining cars.

From Pittsburg, Wheeling, Zanesville, Newark, Columbus, Mt. Sterling, Washington, C. H., and Wilmington via Cincinnati solid trains daily with modern coaches, Pullman drawing-room sleepers and parlor cars.

THE PROGRAMME.

On Monday, August 15, assignment of quarters, reception of delegates, visitors and uniform rank.

Tuesday, August 16, parade of Uniformed Knights, estimated number 25,000—fifty bands of music. Competitive drills, cash prizes aggregating \$10,000.

Band concert, following uniform parade, all visiting bands participating.

Grand ball, to which all Knights in uniform with their ladies will be admitted free of charge. This ball is to be held in the Horse Show building, having a capacity of 30,000.

Nightly dances and band concerts in pavillion in camp, Shawnee Park.

River steamer excursions for Knights and ladies each afternoon and night.

Receptions and "Open House" entertainments daily at the leading hotels.

Oriental pageant under the auspices of the Knights of Khorassan, followed by grand ball.

Carriage and tally-ho rides to points of interest for ladies accompanying the Supreme Representatives and Officers of the Uniform Rank.

A camping ground has been provided for in Shawnee Park, a beautiful spot on a bluff overlooking the Ohio River and reached by electric cars. Here the Uniformed Rank may live in tents. Complete sanitary arrangements will be made. Meals will be served to Knights Loyal at a uniform price of 25 cents per meal. A band

will discourse music at the camp each afternoon and evening. There will also be a dancing pavilion and vaudeville.

COMPETITIVE DRILLS.

The following cash prizes have been offered for competitive drills:

Class A.—Free to all.

First prize - - -	\$1,500.00
Second prize - - -	900.00
Third prize - - -	700.00
Fourth prize - - -	600.00

For best company commander, jewel of honor, value \$100.00.

Class B.—For companies that have never won a prize at a Supreme Encampment.

First prize - - -	\$700.00
Second prize - - -	500.00
Third prize - - -	400.00

For best company commander, regulation jewel of honor, value \$100.00.

Class C.—Open to all companies of the uniform rank that have been organized since Supreme Lodge Convention, 1902.

First prize - - -	\$600.00
Second prize - - -	500.00
Third prize - - -	300.00

Best company commander, regulation jewel of honor, value \$100.00.

Cavalry.—Open to all troops of cavalry of the uniform rank.

First prize - - -	\$700.00
Second prize - - -	300.00

Artillery.—Open to all batteries of artillery of the uniform rank.

First prize - - -	\$400.00
Second prize - - -	300.00

Long distance prize.—Companies coming the longest distance.

First prize - - -	\$500.00
Second prize - - -	300.00

Largest infantry company participating on general parade.

First prize - - -	\$300.00
Second prize - - -	200.00

The drill grounds will be located at the new Louisville Jockey Club, having grand stand capacity of 20,000 people.

BOSTON, MASS.

NATIONAL ENCAMPMENT G. A. R., AUGUST 15-20, 1904.

THE good old patriotic town of Boston will entertain the G. A. R. veterans in 1904. If not patriotic, what is Boston? There is so much about it of great interest that when one goes there he should provide himself with a concise, tabulated, ready reference guide, for all mixed up in the modern is the ancient.

To fully appreciate Boston one must foot it through the older portions of the city, where ancient landmarks are observable in all directions. The Old South Church, standing on the corner of Washington and Mill streets, which was erected in 1730, is most picturesque. In 1775 the British dragoons, who cared little for the sacredness of its walls, removed the pews and used the building as a riding school. The church is now used as a museum and contains a rare collection of relics pertaining to the early history of New England. Almost opposite on Milk Street is the site of the birthplace of Benjamin Franklin: while on the opposite corner of Washington Street is the "Old Corner Book Store," used as such since 1712, and which presents a splendid specimen of the dwelling house of that time.



MUSEUM OF ARTS, BOSTON.

King's Chapel at the head of School Street was built in 1749 and is still used for religious services. The adjoining burial ground was the first place for interments in Boston. The remains of Governors John Winthrop (1649), John Endicott (1665), Wm. Shirley (1671), John Winslow (1674), and his wife, Mary Chilton (1679), a passenger on the "Mayflower," are interred here.

The Old State House, located on Washington Street at the head of State Street—formerly called King Street—was built in 1713 and is one of the most interesting buildings in the city. It was here that Adams, Otis, Quincy, Hancock and other



FANEUIL HALL.

patriots made their first opposition to royal authority. In 1770 the so-called Boston Massacre took place immediately in front of the building. From the balcony Washington reviewed the entry of the Revolutionary army after the siege of Boston. The building is now in charge of the Bostonian Society, who have stored it with rare relics of Boston of the Colonial period.

Faneuil Hall, the "Cradle of Liberty," was built in 1742 by Peter Faneuil and presented to Boston for a market and town hall. Its walls have resounded with the stirring words of such illustrious orators as Otis, Webster, Sumner, Everett, Phillips and others, and it has been the scene of many receptions and banquets to Washington.

Christ Church, on Salem Street, was erected in 1723, and is the oldest church building in Boston. From its tower were hung the lanterns to warn Paul Revere and the patriots that the British troops were to march on Lexington and Concord.

Bunker Hill Monument is in Charlestown. It is a granite obelisk 221 feet high, commemorating the Battle of Bunker Hill, fought June 17, 1775.

Of the modern points of interest in Boston may be mentioned the Charlestown Navy Yard, which is but a few minutes' walk from the monument. It is here that many of our famous war ships are dry-docked for repairs.

The Suffolk County Court House, which was erected at a cost of nearly four million



LIBRARY, BOSTON

dollars, is but a short distance from the subway station at Scollay Square. Near it are the State House and park. The cornerstone of the State House was laid in 1795 by Paul Revere, but the building was repaired and extended to four times its original size in 1895 at a cost of four million dollars.

Copley Square is the center of the fashionable residential section of Boston. It is surrounded by some of the most beautiful specimens of architecture, among which are the Museum of Art, containing one of the finest collections of works of art in the world; the Public Library, erected in 1888 at a cost of over two and a half million dollars. The beautiful halls contain, besides the large number of books, many rare works of art. Trinity Church, the finest ecclesiastical building in New England, and the new Old South Church, with its great bell tower 240 feet high, are also in this fashionable neighborhood.

The Public Garden is but a short distance from Copley Square. It is a beautiful park of twenty-three acres and contains a splendid equestrian statue of Washington.

The Boston Common, lying north of the Public Garden, containing about forty-eight acres of land, is closely associated with the history of Boston since the first settlement of the town. It contains the Army and Navy Monument.

Cambridge, which is about a half hour's ride on the electric car from the center of the city, is known as the University City, containing the well-known colleges of

Cambridge and Harvard. Among the older buildings comprising Harvard College are Massachusetts Hall, built in 1720; Hollis Hall, 1763; and Holden Chapel, 1744. Wadsworth House was used 123 years as the home of the presidents of Harvard, and was at one time Washington's headquarters. Memorial Hall was built in 1874 to commemorate the ninety-five Harvard men who fell in the Civil War. The entire property of Harvard University represents more than \$12,500,000. Near the college is Cambridge Common, with a soldiers' monument and several cannon captured from the British, and Washington Elm, under which General Washington took command of the Continental army in July, 1775. Not far from the elm is the house once occupied by General and Lady Washington, also the house occupied by poet Longfellow.

A review of Boston is hardly complete without including the numerous historic towns which surround it.

At Salem, the Roger Williams House (1635), sometimes called the "Witch House," is still standing, as are a number of fine old Colonial houses of the seventeenth century. At Plymouth, the famous



OLD SOUTH CHURCH

Plymouth Rock, the original stone on which the Pilgrims from the "Mayflower" landed, is covered by a granite canopy. Other historical features are the Court House, containing valuable records of the Colony, and Pilgrim Hall, a museum of interesting relics.

them are the Munroe Tavern, headquarters of Earl Percy; the old Clark House, where Adams and Hancock were awakened by Paul Revere on that memorable spring morning; Buckman Tavern, the rallying place of the Minutemen the night before the battle, and which bears the marks of

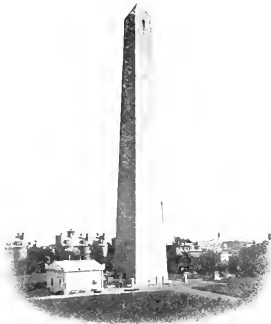


SOUTH TERMINAL STATION, BOSTON

Lexington and Concord claim their portion of attention. Electric cars from Boston traverse the route followed by the Colonial troops on the morning of April 19, 1775. Every part of Lexington is of historic interest. The Soldiers' Monument on the Common, was erected in 1799. Near it is a large boulder marking the line of the Minutemen. Many of the houses which were in the town at the time of the battle are still standing. Among

British bullets. Just beyond Lexington is Concord. The old North Bridge was the scene of the Concord fight. On one side are the graves of the slain British, on the other a large statue of the Minutemen with the familiar inscription:

"By the rude bridge that arched the flood,
Their flag to April's breeze unfurled,
Here once the embattled farmers stood,
And fired the shot heard round the world."



BUNKER HILL MONUMENT.



GROUP OF BALTIMORE & OHIO FREIGHT TRAFFIC OFFICERS AT B. & O. CORNER STONE.



THE FIRST TYPE OF B & O LOCOMOTIVE—1830
WEIGHT, 6,500 LBS

FIRST SEMI-ANNUAL GATHERING OF THE FREIGHT TRAFFIC OFFICERS OF THE BALTIMORE & OHIO RAILROAD.

THE first semi-annual gathering and inspection trip of the traffic officers of the Baltimore & Ohio System convened in the Myrtle Room of the Waldorf-Astoria, New York, Tuesday morning, May 24, 1904, at eleven o'clock. The opening address was made by Mr. C. S. Wight, Manager Freight Traffic, welcoming those present, and outlining that the intent of the inspection trip was to afford each man the opportunity to see for himself the extent of Baltimore & Ohio terminals and the facilities afforded for the handling of the specific lines of traffic in which each is interested, and by bringing the officers into closer personal touch and comradeship to thereby more strongly cement the freight traffic organization of the Baltimore & Ohio System.

Mr. Geo. F. Randolph, First Vice-President, followed with an address emphasizing the need for loyalty and united effort among the various departments of the Company's service.

A paper was then read by Mr. T. W. Galleher, General Freight Agent, giving a short history of the growth and development

of the Baltimore & Ohio Railroad. Papers were also read by Mr. F. M. Johnson, General Eastern Freight Agent at New York; Mr. E. S. King, Commercial Freight Agent at Philadelphia, and Mr. H. W. Atkinson, Commercial Freight Agent at Baltimore, on the advantages, disadvantages and needs of the Baltimore & Ohio Railroad in their respective cities, and by Mr. W. W. Wood, Industrial Agent, on methods to be employed by the Freight Department to render the most effective service in locating industries along the line. Each paper was followed by a general discussion among all the members, bearing on the principal features developed by the papers.

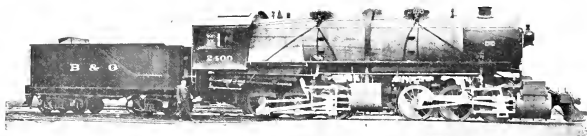
The meeting adjourned about five o'clock Tuesday evening.

Wednesday was devoted to an inspection of New York terminals, Thursday to Philadelphia and Wilmington terminals, Friday to Baltimore terminals, and Saturday to Washington and Alexandria.

Friday evening a dinner was given the party at Hotel Belvedere, Baltimore, at which Mr. C. S. Wight presided.

LIST OF FREIGHT TRAFFIC OFFICERS
COMPRISING THE PARTY.

MR. H. W. ATKINSON	MR. J. D. MARNEY
MR. A. P. BIGELOW	MR. H. H. MARSH
MR. L. RUSH BROCKENBROUGH	MR. F. L. MARSHALL, JR.
MR. G. J. BROWN	MR. H. M. MATTHEWS
MR. JOS. B. CABELL	MR. C. H. MAYNARD
MR. G. H. CAMPBELL	MR. W. N. MITCHELL
MR. PAGE CHERRY	MR. THOS. MILES
MR. W. T. CHILDS	MR. OSCAR G. MURRAY
MR. J. J. COLLISTER	MR. J. A. MURRAY
MR. O. A. CONSTANS	MR. T. H. NOONAN
MR. W. L. CROMLISH	MR. H. PONTIER
MR. EDWARD M. DAVIS	MR. H. C. PICKLELL
MR. GEO. W. DUDDERAR	MR. J. W. PURNER
MR. R. A. EBE	MR. GEO. F. RANDOLPH
MR. F. FOWLER	MR. C. H. ROSS
MR. G. M. FREER	MR. J. M. RYAN
MR. J. G. FRY	MR. HARRY SLOAN
MR. T. W. GALLEHER	MR. H. C. SMITH
MR. D. G. GRAY	MR. N. G. SPANGLER
MR. C. H. HARKINS	MR. J. E. TERRY
MR. ED. HART, JR.	MR. C. W. TOMLINSON
MR. H. O. HARTZELL	MR. T. J. WALTERS
MR. D. C. HEDDINGER	MR. H. E. WARBURTON
MR. F. M. JOHNSON	MR. CHAS. E. WAYS
MR. E. N. KENDALL	MR. ROBT. B. WAYS
MR. E. S. KING	MR. J. P. WHITE
MR. C. M. LANNING	MR. C. S. WIGHT
MR. C. V. LEWIS	MR. C. T. WIGHT
MR. ROGER LEWIS	MR. BEN WILSON
MR. R. S. McVEIGH	MR. C. F. WOOD
MR. FRANK McCORMICK	MR. W. W. WOOD
MR. S. T. McLAUGHLIN	



THE LATEST TYPE OF B & O LOCOMOTIVE 2400 WEIGHT, 334,500 LBS. LARGEST IN THE WORLD
NOW ON EXHIBITION AT THE WORLD'S FAIR



Stub Ends of Thought

By ARTHUR G. LEWIS.



THE gentleness of woman's character is best brought out by the environment of man's brutality.

SOMETIMES amid the rags of a beggared reputation may be found a jewel too valuable for surface critics to have suspected its existence.

AN uncertain amount of vice is a necessary ingredient to a certain amount of virtue.

GENIUS is never intelligently operative unless accompanied by sufficient audacity of purpose to offset the opposing force of ignorance.

Do not make a woman your confessor, she will not believe you have told her all the truth.

IN the depths of the best part of human nature there are many virtues that never rise to the surface.

IF we must be indiscreet, let indiscretion be tempered with judgment.

THE constitution existing between friends should be subject to any amendment that necessity suggests.

STILL reaching out beyond from what we have, we tear and hurt our hands upon ambition's thorns.

BAD talk ties more men to their homes and duty than pulpit eloquence sways to effort.

BETWEEN the drifting of the clouds of life, in hopeful eyes may always be observed a strip of heaven's clear blue horizon, proving that the sun still shines beyond.

SOME weaknesses are indirect evidence of strength in our ability to overcome them.

THE dignity and tenderness of motherhood brings out the sweetest, gentlest sentiment in womankind.

SOME men fail in their efforts to succeed on account of their ambitions exceeding the ability to accomplish.

MAY the head of heaven turn in tenderness towards the woman who can find nothing to admire in her husband.

THE lights are not always out; memory sometimes like a lightning flash out of the past, sheds a glare of truth upon the present, then leaves us hopeless and alone again.

To tell a lie gracefully in a spirit of mercy, is often more humane than the plain brutal truth.

AMONG the everlasting flowers of love none bloom more fragrant than the rose of faith.

THE smooth fat face of those who never think, has consolation in the absence of the lines of care that mark their way beneath the eyes of thought.

THE CURRENT OF FATE.

BY ARTHUR G. LEWIS.

Let yesterday's fears be forgotten
In the hope and intent of to-day,
While we wait for the sun of to-morrow
To drive all our doubt clouds away.
If the current of fate runs against us,
We then in our faith-strength should take
The oar of our effort and combat
With courage the current of fate.

As often our hope for the future
But fathers the fears of our past,
And only the heart that has suffered
Beats true in its hope-lightened task.
For those who have never been wounded
Feel not for their fellows in pain,
While we who have stood in the shadows
Know the solace of sunshine again.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE MAY 15, 1904										
EASTWARD										
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 529 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 506 DAILY	No. 516 DAILY	No. 546 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM
Lv. WASHINGTON	7.00	9.00	9.00	11.00	1.00	3.00	6.00	8.00	11.30	3.00
Lv. BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.55	1.55	3.48	6.00	8.00	12.39	3.51
Lv. BALTIMORE, MT. ROYAL STATION	8.00	9.55	9.57	11.54	1.59	3.52	6.05	8.06	12.44	3.55
Ar. PHILADELPHIA	10.15	11.52	12.11	2.02	4.05	5.50	8.19	11.40	3.10	6.00
Ar. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.20	5.52	8.32
Ar. NEW YORK, SOUTH FERRY	12.40	2.05	2.35	4.25	6.35	8.05	10.50	-----	-----	8.35
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE MAY 15, 1904										
WESTWARD										
	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 527 DAILY 5 HOUR	No. 507 DAILY	No. 509 "ROYAL LIMITED" DAILY	No. 503 DAILY	No. 511 DAILY	No. 515 DAILY	
	NIGHT	AM	AM	AM	PM	PM	PM	PM	NIGHT	
Lv. NEW YORK, SOUTH FERRY	12.10	7.55	9.55	11.55	1.55	3.55	6.55	6.55	12.10	-----
Lv. NEW YORK, LIBERTY STREET	12.15	8.00	10.00	12.00	2.00	4.00	6.00	7.00	12.15	-----
Lv. PHILADELPHIA	7.40	10.32	12.37	2.08	4.17	6.18	8.36	9.30	3.35	-----
Ar. BALTIMORE, CAMDEN STATION	9.48	12.45	2.44	4.07	6.16	8.16	10.55	11.32	8.00	-----
Ar. BALTIMORE, MT. ROYAL STATION	9.52	12.53	2.48	4.11	6.20	8.20	11.00	11.36	8.05	-----
Ar. WASHINGTON	10.50	1.50	3.50	5.00	7.20	9.10	12.10	12.31	7.25	-----
	AM	PM	PM	PM	PM	PM	AM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

WESTWARD										
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 8 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY		
Lv. NEW YORK, SOUTH FERRY	9.55 AM	1.55 PM	3.55 PM	5.55 PM	12.10 NT	12.10 NT	8.55 PM	-----		
Lv. NEW YORK, LIBERTY STREET	10.00 AM	2.00 PM	4.00 PM	6.00 PM	12.15 NT	12.15 NT	9.00 PM	-----		
Lv. PHILADELPHIA	12.37 PM	4.15 PM	6.20 PM	8.35 PM	7.40 AM	9.40 AM	11.32 PM	-----		
Lv. BALTIMORE, MT. ROYAL STATION	2.44 PM	5.18 PM	7.05 PM	9.16 PM	9.48 PM	8.45 AM	-----	-----		
Lv. BALTIMORE, CAMDEN STATION	3.00 PM	6.30 PM	8.00 PM	11.10 PM	10.00 AM	9.00 AM	11.35 PM	-----		
Lv. WASHINGTON	4.05 PM	7.30 PM	9.15 PM	12.45 AM	11.00 AM	10.05 AM	12.40 AM	-----		
Ar. DEER PARK HOTEL	-----	-----	7.15 AM	-----	7.45 PM	-----	9.00 AM	Lv. 4.30 PM		
Ar. CLEVELAND	-----	-----	12.35 PM	-----	-----	-----	-----	Lv. 9.50 PM		
Ar. WHEELING (EASTERN TIME)	-----	-----	-----	-----	-----	-----	-----	Lv. 6.20 PM		
Ar. COLUMBUS	-----	10.35 AM	-----	-----	-----	-----	-----	Lv. 9.10 PM		
Ar. CHICAGO	-----	7.30 PM	-----	-----	9.00 AM	-----	-----	7.40 AM		
Ar. CINCINNATI	8.05 AM	-----	-----	5.35 PM	-----	2.35 AM	-----	-----		
Ar. INDIANAPOLIS	11.45 AM	-----	-----	10.35 PM	-----	-----	-----	-----		
Ar. LOUISVILLE	11.52 AM	-----	-----	9.30 PM	-----	7.55 AM	-----	-----		
Ar. ST. LOUIS	6.00 PM	-----	-----	7.23 AM	-----	12.30 PM	-----	-----		
Ar. OHATTANOOGA	6.00 AM	-----	-----	6.00 AM	-----	-----	-----	-----		
Ar. MEMPHIS	11.00 PM	-----	-----	8.30 AM	-----	-----	-----	-----		
Ar. NEW ORLEANS	10.00 AM	-----	-----	8.00 PM	-----	-----	-----	-----		

A—Train No. 6 makes connection at Cumberland.
Through Pullman Sleepers to all points. N Connection east of Philadelphia is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD										
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 OUQUEST LIM DAILY	Nos. 14&46 EXPRESS DAILY	Nos. 14&46 EXPRESS DAILY		
Lv. CHICAGO	-----	-----	3.30 PM	10.40 AM	-----	-----	7.30 PM	7.30 PM		
Lv. COLUMBUS	-----	-----	-----	7.10 PM	-----	-----	-----	10.50 AM		
Lv. WHEELING (EASTERN TIME)	-----	6.00 PM	-----	12.25 AM	-----	-----	-----	-----		
Lv. CLEVELAND	-----	-----	10.15 PM	-----	1.00 PM	-----	-----	-----		
Lv. PITTSBURG	-----	-----	8.00 AM	-----	9.00 PM	6.30 PM	1.00 PM	-----		
Lv. ST. LOUIS	* 8.52 AM	2.05 AM	-----	-----	-----	8.27 PM	-----	-----		
Lv. LOUISVILLE	2.10 PM	8.10 AM	-----	-----	-----	2.30 AM	-----	-----		
Lv. INDIANAPOLIS	* 2.45 PM	8.05 AM	-----	-----	-----	-----	-----	-----		
Lv. CINCINNATI	* 6.35 PM	12.10 PM	-----	-----	-----	8.10 AM	-----	-----		
Lv. NEW ORLEANS	-----	7.05 PM	-----	-----	-----	9.15 AM	-----	-----		
Lv. MEMPHIS	-----	6.50 AM	-----	-----	-----	8.10 PM	-----	-----		
Lv. CHATTANOOGA	-----	10.40 PM	-----	-----	-----	-----	-----	-----		
Lv. DEER PARK HOTEL	-----	-----	4.42 PM	12.30 PM	6.30 AM	2.46 AM	11.05 PM	11.05 PM		
Ar. WASHINGTON	12.40 PM	6.41 AM	4.42 PM	1.47 PM	7.50 AM	3.47 AM	12.25 PM	12.25 PM		
Ar. BALTIMORE, CAMDEN STATION	1.47 PM	7.60 AM	6.50 PM	1.69 PM	8.00 AM	3.55 AM	12.44 AM	12.44 AM		
Ar. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.06 PM	8.15 PM	8.15 AM	3.10 AM	3.10 AM	3.10 AM		
Ar. PHILADELPHIA	4.05 PM	8.15 AM	8.15 PM	6.30 PM	12.35 PM	8.32 AM	5.52 AM	5.52 AM		
Ar. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.35 PM	12.40 PM	8.35 AM	-----	-----		
Ar. NEW YORK, SOUTH FERRY	6.36 PM	12.40 PM	10.50 PM	6.35 PM	12.40 PM	8.35 AM	-----	-----		

Through Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR" BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Buffet Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia.

No. 504. Drawing Room Sleeping Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Buffet Parlor Car Washington to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, serves dinner table d'hôte, Philadelphia to New York.

No. 528. Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.

No. 502. Drawing Room Sleeping Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Drawing Room Parlor Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.

No. 546. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 503. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Washington and Pittsburg.

No. 517. Buffet Parlor Car New York to Washington.

No. 501. Drawing Room Sleeping Car New York to Washington. Dining Car, a la carte, Philadelphia to Baltimore.

No. 527. Five Hour Train. Parlor Car New York to Washington. Dining Car, table d'hôte, New York to Philadelphia.

No. 507. Drawing Room Sleeping Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 509. "Royal Limited." Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 511. Buffet Drawing Room Sleeping Cars New York to Cincinnati and Pittsburg.

No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Baltimore to Cincinnati. Dining Cars serve all meals. Cafe Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellair. Drawing Room Sleeping Car Baltimore to Columbus. Combination Buffet-Observation Parlor and Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Washington to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Buffet serves supper; Dining Cars serve balance of meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellsville to Pittsburg.

No. 5. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Dining Cars serve dinner, supper and breakfast.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Buffet Sleeping Car Wheeling to Chicago.

No. 55. Drawing Room Sleeping Car New York to St. Louis. Parlor Car Baltimore to Wheeling. Dining Cars Martinsburg to Cumberland and Grafton to Cincinnati.

EASTWARD.

No. 2. Drawing Room Sleeping Car St. Louis to New York. Observation Sleeping Car Cincinnati to Washington. Dining Cars serve all meals. Cafe Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Parkersburg to Washington. Buffet-Observation Parlor and Sleeping Car Wheeling to Washington. Dining Cars serve all meals.

No. 6. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals except breakfast at Cumberland.

No. 10. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville. Dining Car Cincinnati to Grafton.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Buffet Drawing Room Sleeping Car Chicago to Wheeling.

No. 46. Parlor Car Wheeling to Baltimore. Parlor Car Pittsburg to Cumberland.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and
Connecting Lines may be had at the Offices of the Company, as follows:

AKRON, OHIO, Union Station, C. D. HONDLER, Ticket Agent. Howard Street, U. S. G. ARLEY, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Saratoga Streets, Y. M. C. A. Building, G. D. CRAWFORD, Ticket Agent, B. F. POST, District Passenger Agent, Camden Station, E. R. JONES, Ticket Agent, Mt. Royal Station, CHAS. COCKEY, Ticket Agent.
BELLAIRE, OHIO, J. F. SHERLEY, Ticket Agent.
BOSTON, 360 Washington Street, J. P. TAGGART, New England Passenger Agent, E. E. BARREY, Ticket Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON, Ticket Agent.
BUFFALO, N. Y., 210 Elliott Square, B. A. WELLS, Eastern Passenger Agent, B. & O. S. W.
BUTLER, PA., WM. TURNER, Ticket Agent.
CANTON, OHIO, S. S. C. MCGREW, Ticket Agent.
CHESTER, PA., A. M. D. MULLINX, Passenger and Ticket Agent.
CHICAGO, 24 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent, H. W. MCKEWIN, City Ticket Agent, General Passenger Office, Merchants' Loan & Trust Building, C. G. LEEMON, Traveling Passenger Agent, Grand Central Station, Corner Harrison Street and 5th Avenue, F. J. EDDY, Ticket Agent, Auditorium Annex, 221 Michigan Avenue, F. E. SCOTT, Ticket Agent.
CHILLICOTHE, OHIO, J. H. LARRABEE, Traveling Passenger Agent, B. & O. S. W.
CINCINNATI, OHIO, B. & O. S. W., 10 Walnut Street, Traction Bldg., J. B. SCOTT, District Passenger Agent, C. H. WISEMAN, City Ticket Agent, J. E. BUCHANAN, Passenger Agent, Central Union Station, E. REISING, Station Passenger Agent, Wm. Browns, Depot Ticket Agent.
CITY OF MEXICO, MEX., D. BANKHART, Agents General, B. & O. S. W., Apartado 2010.
CLEVELAND, OHIO, 24 Superior Street, M. G. CARREL, Division Passenger Agent, G. W. SCOTCHINGS, Traveling Passenger Agent, F. E. GIBSON, Ticket Agent, South Water Street Station, A. N. DLETZ, Ticket Agent.
COLUMBUS, OHIO, No. 8 North High Street, D. S. WILDER, Division Passenger Agent, W. W. TAMAGE, Ticket Agent, Union Depot, E. PAGEFS, Ticket Agent.
CONNELLVILLE, PA., J. T. LANE, Traveling Passenger Agent, H. L. DOUGLAS, Ticket Agent.
COVINGTON, KY., Fourth and Scott Streets, G. M. ABBOTT, Ticket Agent.
DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S. W.
DENVER, COLO., S. M. SHATTUCK, Traveling Passenger Agent, B. & O. S. W.
HARPER'S FERRY, W. VA., C. E. DEDROW, Traveling Passenger Agent.
KANSAS CITY, MO., Box 254, A. C. GOODRICH, Traveling Passenger Agent, B. & O. S. W.
LORAIN, OHIO, C. A. MELLIS, Ticket Agent.
LOUISVILLE, KY., B. & O. S. W., 14th and Main Sts., R. S. BROWN, District Passenger Agent, J. G. ELGIN, City Passenger Agent, EVAN FROESSER, Traveling Passenger Agent, J. H. DORSEY, City Ticket Agent, 7th St. Station, V. J. CROSE, Ticket Agent.
MANSFIELD, OHIO, C. W. JONES, Ticket Agent.
MARIETTA, OHIO, G. M. PAYNE, Depot Ticket Agent, M. F. NOLL, City Ticket Agent, First National Bank Building.
MASSILLON, OHIO, E. P. EDGAR, Ticket Agent.
NEWARK, N. J., E. E. HENDRICKSON, Ticket Agent.
NEWARK, OHIO, F. C. COPPER, Traveling Passenger Agent, F. C. BARTHOLOMEW, Ticket Agent.
NEW CASTLE, PA., R. L. TEUSNER, Ticket Agent.
NEW YORK, 63 Broadway, LYMAN McCARTY, Assistant General Passenger Agent, F. D. AINSIE, Ticket Agent, 130 Broadway, H. B. FARVET, Ticket Agent, No. 6 Astor House, A. J. OSTERLA, Ticket Agent, 254 Broadway, THOS. COOK & SON, Ticket Agents, 115 Greenwich Street, FRANK ZOELL, Ticket Agent, 25 Union Square, West, RAYMOND & WHITCOMB, Ticket Agents, 381 Grand Street, RYAN WEESE, Ticket Agent, Stations, South Ferry, foot of Whitehall Street, and foot of Liberty Street, N. R.
NORFOLK, VA., 19 Granby Street, Atlantic Hotel, ARTHUR G. LEWIS, Southern Passenger Agent, W. C. YOUNG, Ticket Agent.
OMAHA, NEB., 504 1/2 First National Bank Building, J. C. BURCH, Traveling Passenger Agent.
PARKERSBURG, W. VA., C. W. ALLEN, Traveling Passenger Agent, C. T. PROFFOUR, Ticket Agent.
PHILADELPHIA, 431 Chestnut Street, BERNARD ASHBY, District Passenger Agent, C. D. GLADDING, Ticket Agent, N. E. Cor. 12th and Chestnut Streets, C. E. WATERS, Ticket Agent, 105 Chestnut Street, RAYMOND & WHITCOMB, Ticket Agents, 262 Market Street, UNION TRANSFER CO., Ticket Agents, 60 South 3d Street and 116 North 2d Street, M. ROSENBAUM, Ticket Agent, Station, Cor. 21st and Chestnut Streets, W. W. BARREY, Ticket Agent.
PITTSBURG, 315 Park Building, E. D. SMITH, Assistant General Passenger Agent, GEO. A. ORR, Traveling Passenger Agent, Cor. 5th Avenue and Wood Street, E. D. STEINMAN, City Ticket Agent, 506 Smithfield Street, J. V. MCCORMICK, Ticket Agent, Station, Cor. Smithfield and Water Streets, S. J. HUTCHISON, Ticket Agent.
SANDUSKY, OHIO, T. B. TUCKER, Ticket Agent.
SAN FRANCISCO, CAL., Room 1, Hobart Building, PETER HARVEY, Pacific Coast Agent.
SPRINGFIELD, ILL., N. J. NEER, Division Passenger Agent, B. & O. S. W.
ST. LOUIS, B. & O. S. W., 6th and Olive Streets, F. D. GILDERSLERVE, Assistant General Passenger Agent, H. C. STEVENSON, City Passenger Agent, L. L. HORNING, City Ticket Agent, F. W. AMICK, Station Passenger Agent, L. G. PAUL, Traveling Passenger Agent.
ST. PAUL, MINN., R. C. HAASE, Traveling Passenger Agent.
TIFFIN, OHIO, A. J. BELL, Ticket Agent.
VINCENNES, IND., W. F. TOWNSEND, Division Passenger Agent, B. & O. S. W.
WASHINGTON, D. C., 507 15th Street, N. W. Cor. New York Avenue, S. B. HEGE, District Passenger Agent, H. P. MERRILL, Ticket Agent, 619 Pennsylvania Avenue, H. R. HOSWER, Ticket Agent, Station, New Jersey Avenue and C Street, S. E. EASTBURN, Ticket Agent.
WHEELING, W. VA., B. & O. Station, T. C. BURKE, Traveling Passenger Agent, A. L. IRWIN, Station Ticket Agent, McClure House, O. R. WOOD, City Ticket Agent.
WILMINGTON, DEL., Delaware Avenue Station, J. E. HITCH, Ticket Agent, Market Street, W. FULTON, Ticket Agent, H. A. MILLER, Traveling Passenger Agent.
WINCHESTER, VA., T. B. PATTON, Ticket Agent.
YOUNGSTOWN, OHIO, JAMES AIKEN, Ticket Agent.
ZANESVILLE, OHIO, JAS. H. LEE, Ticket Agent.
EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT CO., Limited, 23, 24 and 25 Billiter Street, London, E. C. 1, 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at

TICKET OFFICES THROUGHOUT THE COUNTRY.

<p>C. W. BASSETT, General Passenger Agent, Baltimore & Ohio Lines East, Baltimore, Md.</p> <p>D. B. MARTIN, Manager Passenger Traffic, Baltimore & Ohio R. R., Baltimore, Md.</p>	<p>B. N. AUSTIN, General Passenger Agent, Baltimore & Ohio Lines West, Chicago, Ill.</p> <p>O. P. McCARTY, General Passenger Agent, Baltimore & Ohio S.-W. R. R., Cincinnati, Ohio.</p>
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Reduced Fares Authorized **FOR** **Summer Season, 1904.**



ATLANTIC CITY AND SEASHORE.

Special low-rate excursions from all points east of the Ohio River on June 30, July 14 and 28, August 11 and 25 and September 8.

ATLANTIC CITY.

American Academy of Medicine, June 7-10.

ATLANTIC CITY.

Imperial Council, Ancient Order of Mystic Shrine, July 13-15.

BOSTON, MASS.

National Encampment G. A. R., August 15-20.

CINCINNATI, OHIO.

Grand Lodge B. P. O. Elks, July 18-23.

DETROIT, MICH.

Baptist Young People's Union of America, July 7-10.

INDIANAPOLIS, IND.

National Prohibition Convention, June 28-30.

LOUISVILLE, KY.

Knights of Pythias, August 16-19.

SAN FRANCISCO, CAL.

Triennial Conclave, Knights Templar, September 5-9.

SAN FRANCISCO, CAL.

Sovereign Grand Lodge I. O. O. F., September 19-25.

TORONTO, ONT.

Friends' General Conference, August 10-19.

The "Duquesne Limited"

Pittsburg to New York

One Night on the Road

Leave Pittsburg	.	.	6.30 p. m.
Arrive Philadelphia	.	.	6.00 a. m.
Arrive New York	.	.	8.32 a. m.

The Fare from Pittsburg to Philadelphia is **\$8.00**

The Fare from Pittsburg to New York is **\$9.00**

BY THIS TRAIN ONLY

Eat Supper on the Train

Pullman Drawing-Room

Buffet Sleeping Cars

to

Both Cities

The "Pittsburg Limited"

New York to Pittsburg

Arrive Pittsburg Time for Business

Leave New York	.	.	7.00 p. m.
Leave Philadelphia	.	.	9.30 p. m.
Arrive Pittsburg	.	.	9.00 a. m.

The Fare from New York to Pittsburg is **\$9.00**

The Fare from Philadelphia to Pittsburg is **\$8.00**

BY THIS TRAIN ONLY

Dining Car Serves Breakfast

Pullman Drawing-Room

Buffet Sleeping Cars

from

Both Cities

The

“Royal Limited”

Finest Day Train in America

THE IMPERIAL TRAIN OF THE

Royal Blue Line

Exclusively Buffet Smoker
 Pullman Dining Car
 Equipment Observation Car
 Parlor Cars

DAILY SCHEDULE

WESTBOUND

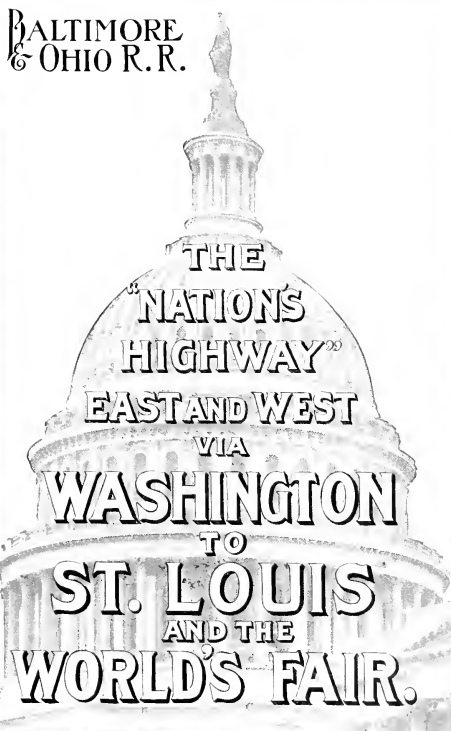
Leave New York, South Ferry	3.55 p. m.
Leave New York, Liberty Street	4.00 p. m.
Arrive Philadelphia	6.13 p. m.
Leave Philadelphia	6.18 p. m.
Arrive Baltimore, Mt. Royal Station	8.16 p. m.
Arrive Baltimore, Camden Station	8.20 p. m.
Leave Baltimore, Camden Station	8.25 p. m.
Arrive Washington	9.10 p. m.

EASTBOUND

Leave Washington	3.00 p. m.
Arrive Baltimore, Camden Station	3.44 p. m.
Leave Baltimore, Camden Station	3.48 p. m.
Leave Baltimore, Mt. Royal Station	3.52 p. m.
Arrive Philadelphia	5.50 p. m.
Leave Philadelphia	5.56 p. m.
Arrive New York, Liberty Street	8.00 p. m.
Arrive New York, South Ferry	8.05 p. m.

No Extra Fare other than Regular Pullman Charge

BALTIMORE
& OHIO R. R.



THE
"NATION'S
HIGHWAY"
EAST AND WEST
VIA
WASHINGTON
TO
ST. LOUIS
AND THE
WORLD'S FAIR.

ROYAL BLUE TRAINS FROM NEW YORK

BALTIMORE & OHIO

ROYAL BLUE TRAINS

Leave **New York** For

Baltimore and Washington

**“EVERY OTHER HOUR
ON THE EVEN HOUR”**

8, 10, 12, 2, 4, 6

o'clock

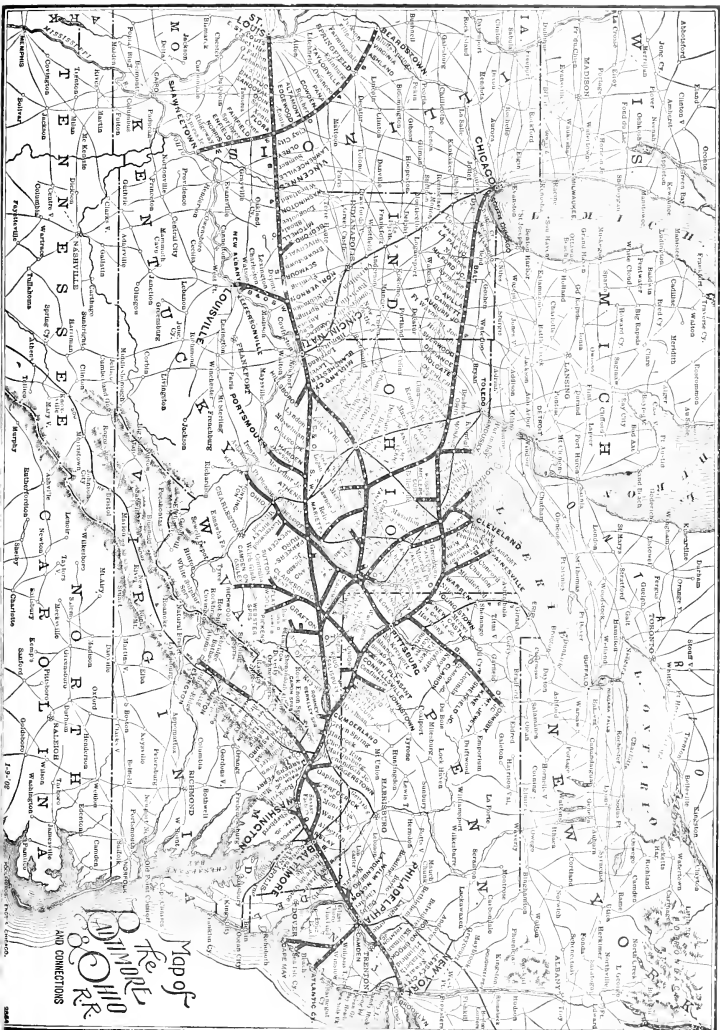
DURING THE DAY

Another at 7.00 p. m. and one at 12.15 midnight

SPLENDIDLY EQUIPPED

**Modern Coaches, Pullman Parlor
and Sleeping Cars and Unexcelled
Baltimore & Ohio Dining Car Service**

The **“Royal Limited”** leaves at **Four**



Baltimore & Ohio R.R.



EAST AND WEST



CALENDAR - 1904



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
3	4	5	6	7	8	9	7	8	9	10	11	12	13	6	7	8	9	10	11	12	3	4	5	6	7	8	9
10	11	12	13	14	15	16	14	15	16	17	18	19	20	13	14	15	16	17	18	19	10	11	12	13	14	15	16
17	18	19	20	21	22	23	21	22	23	24	25	26	27	20	21	22	23	24	25	26	17	18	19	20	21	22	23
24	25	26	27	28	29	30	28	29						27	28	29	30	31			24	25	26	27	28	29	30
31																											
MAY							JUNE							JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	5	6	7	8	9	10	11	3	4	5	6	7	8	9	7	8	9	10	11	12	13
8	9	10	11	12	13	14	12	13	14	15	16	17	18	10	11	12	13	14	15	16	14	15	16	17	18	19	20
15	16	17	18	19	20	21	19	20	21	22	23	24	25	17	18	19	20	21	22	23	21	22	23	24	25	26	27
22	23	24	25	26	27	28	26	27	28	29	30			24	25	26	27	28	29	30	28	29	30	31			
29	30	31												31													
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
4	5	6	7	8	9	10	2	3	4	5	6	7	8	6	7	8	9	10	11	12	4	5	6	7	8	9	10
11	12	13	14	15	16	17	9	10	11	12	13	14	15	13	14	15	16	17	18	19	11	12	13	14	15	16	17
18	19	20	21	22	23	24	16	17	18	19	20	21	22	20	21	22	23	24	25	26	18	19	20	21	22	23	24
25	26	27	28	29	30		23	24	25	26	27	28	29	27	28	29	30				25	26	27	28	29	30	31
							30	31																			

ROYAL BLUE TRAINS

D.B. MARTIN,
MANAGER PASSENGER TRAFFIC,
BALTIMORE, MD.

B.N. AUSTIN,
GEN'L. PASS. AGENT, CHICAGO.
C.W. BASSETT,
GEN'L. PASS. AGENT, BALTIMORE.

ROYAL BLUE



ALL TRAINS VIA WASHINGTON
BALTIMORE & OHIO R.R.
WITH STOP-OVER PRIVILEGE

BALTIMORE
& OHIO R. R.



THE
"NATION'S
HIGHWAY"
EAST AND WEST
VIA
WASHINGTON
TO
ST. LOUIS
AND THE
WORLD'S FAIR.



Reduced Fares Authorized St. Louis World's Fair Baltimore & Ohio R. R.



NOW IN EFFECT.

SEASON EXCURSION TICKETS will be sold daily during the period of the Exposition, with final return limit of December 15, 1904.

SIXTY-DAY EXCURSION TICKETS will be sold daily during the period of the Exposition, with final return limit of sixty (60) days, but not later than December 15, 1904.

FIFTEEN-DAY EXCURSION TICKETS will be sold daily during the period of the Exposition, with final return limit of fifteen (15) days, including date of sale.

COACH EXCURSION TICKETS will be sold only for specified dates and trains. Tickets will be good in Day Coaches only on special or designated trains going, and on regular trains returning, limited for return passage leaving St. Louis not later than ten (10) days, including date of sale. (See special announcements.)

VARIABLE-ROUTE EXCURSION TICKETS will be sold daily during the period of the Exposition, with final return limit of December 15, 1904, and sixty (60) days, according to limit desired.

STOP-OVERS.

STOP-OVER not exceeding ten (10) days at each point will be allowed on Season, Sixty (60) day and Fifteen (15) day excursion tickets, in either or both directions within return limit, at Philadelphia, Baltimore and Washington, also at Mitchell, Ind., for visitors to French Lick or West Baden Springs, Ind. Stop-over not exceeding ten (10) days at each point will also be allowed in either or both directions within return limit at Deer Park, Mountain Lake Park and Oakland during months of June, July, August and September. To secure stop-over, passengers must notify conductor and deposit ticket with Depot Ticket Agent immediately upon arrival. No stop-over will be allowed on coach excursion tickets.

STOP-OVER not exceeding ten days will be allowed at St. Louis on all one-way and round-trip tickets (except Colonist tickets to the Pacific Coast) reading to points beyond St. Louis, upon deposit of ticket with Validating Agent and payment of fee of \$1.00.

EXCURSION FARES.

Going and Returning same Route.

FROM	Season Fare.	60-Day Fare.	15-Day Fare.	Coach Fare.
New York, N. Y.	\$34.00	\$28.35	\$23.25	\$18.00
Philadelphia, Pa.	34.00	28.35	23.25	17.00
Chester, Pa.	34.00	28.35	23.25	17.00
Wilmington, Del.	34.00	28.35	23.25	17.00
Newark, Del.	34.00	28.35	23.25	17.00
Baltimore, Md.	33.60	28.00	23.00	17.00
Washington, D. C.	33.60	28.00	23.00	17.00
Hagerstown, Md.	33.20	27.70	22.75	16.00
Frederick, Md.	33.60	28.00	23.00	16.00
Cumberland, Md.	30.40	25.35	21.00	15.00
Grafton, W. Va.	27.20	22.70	19.00	13.00

Corresponding Rates from other Points.

For additional information concerning routes, rates, time of trains, etc., call on ticket agents.



New York, Philadelphia, Baltimore Washington, Cincinnati and St. Louis Line

Three vestibuled trains daily each way comprise the excellent service between the Metropolis and the World's Fair City. This route will be the favorite highway during the Louisiana Purchase Exposition in 1904, between the East and the West. The Trains are modern throughout. The Coaches are marvels of comfort. The Drawing-Room Sleeping Cars are spacious. The Dining Car service is unexcelled. The Scenery world-renowned.

(See time tables in back of Magazine.)

Baltimore & Ohio World's Fair Service

Pittsburg, Columbus, Cincinnati and St. Louis Line

Three vestibuled trains daily each way comprise the excellent service between Pittsburg and St. Louis morning, noon and night. These trains have entirely new equipment. The day trains with Cafe and Dining Cars and the night trains with Drawing-Room Sleeping Cars. The Coaches are of new design with spring-raising windows and sanitary ventilation.

The World's Fair Flyer leaves Pittsburg at 1.30 p. m. daily. A solid vestibuled train with through

Coaches, Sleeping Car and Dining Car.

Lv PITTSBURG.....	8.30 a. m.	1.30 p. m.	8.50 p. m.
Lv WHEELING.....	10.45 a. m.	3.43 p. m.	11.25 p. m.
Lv COLUMBUS.....	2.35 p. m.	7.20 p. m.	3.50 a. m.
Ar CINCINNATI.....	5.50 p. m.	10.30 p. m.	7.30 a. m.
Ar ST. LOUIS.....	7.23 a. m.	7.58 a. m.	6.00 p. m.



Reduced Fares Authorized
FOR
Summer Season, 1904
Baltimore & Ohio R. R.



ATLANTIC CITY AND SEASHORE.

Special low-rate excursions from all points east of the Ohio River on July 16 and 28, August 11 and 25 and September 8.

ATLANTIC CITY.

Imperial Council, Ancient Order of Mystic Shrine, July 13-15.

BOSTON, MASS.

National Encampment G. A. R., August 15-20.

CINCINNATI, OHIO.

Grand Lodge B. P. O. Elks, July 18-23.

DETROIT, MICH.

Baptist Young People's Union of America, July 7-10.

LOUISVILLE, KY.

Knights of Pythias, August 16-19.

SAN FRANCISCO, CAL.

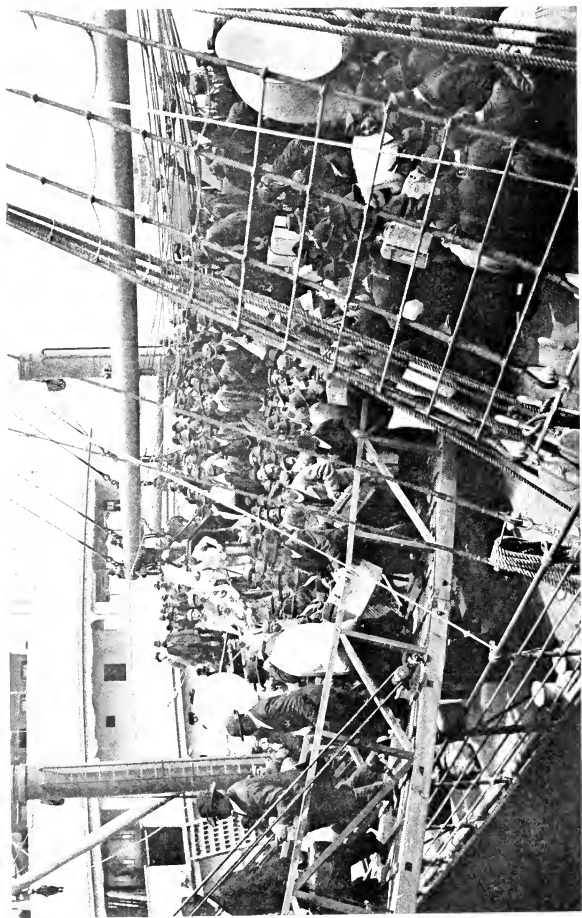
Triennial Conclave, Knights Templar, September 5-9.

SAN FRANCISCO, CAL.

Sovereign Grand Lodge I. O. O. F., September 19-25.

TORONTO, ONT.

Friends' General Conference, August 10-19.



IMMIGRANTS LANDING AT THE BIG PIER

BOOK OF THE ROYAL BLUE.

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BALTIMORE, JULY, 1904.

NO. 10.

AMERICA'S LARGEST IMMIGRANT PIER.

LOCATED AT LOCUST POINT, BALTIMORE, AND OWNED BY THE
BALTIMORE & OHIO RAILROAD.

BY GEORGE R. LUCKEY.

HAS she reported yet? is the query at the big pier, and if the answer is yes, you know the ship is past in the Capes and the hour of her arrival is practically as certain as that of a railroad train. How many does she bring? is heard from all sides, and upon the answer depends the activity of the morrow. For in the vernacular of the pier this applies to the number of immigrants on board the ship. Here all seems to go by quantity; there are no long lists of social celebrities, no famous actresses, musicians or foreign notables; it is a question of units, each unit representing a hundred people. Quietly the preliminary arrangements are made for the reception of the ship in the morning, while the thousand or two souls—prospective American citizens—pass quietly up the Bay, and in the early morn get their first glimpse of Baltimore and its harbor, as the ship is warped slowly into her dock. The long ocean trip is ended and the great unknown is before them. For one long day this wharf is to be to them all they will see of the land which probably has been a dream of the past. The fantasy of freedom and obscure mirage of the horn of plenty, all too soon to be shadowed into the grim reality of congested mankind; struggling, pushing, even as they have pushed in the land they have just left.

When one thinks of immigration it is a natural impulse to at once think of New York. From this port emanate all the stories of immigration, till it has almost become second nature to look upon Ellis Island as the only inlet into the United States. Instinctively one sees the statue of Liberty with her flaming torch welcoming the loaded liner to port, and the immense bulwark of Manhattan in the background:

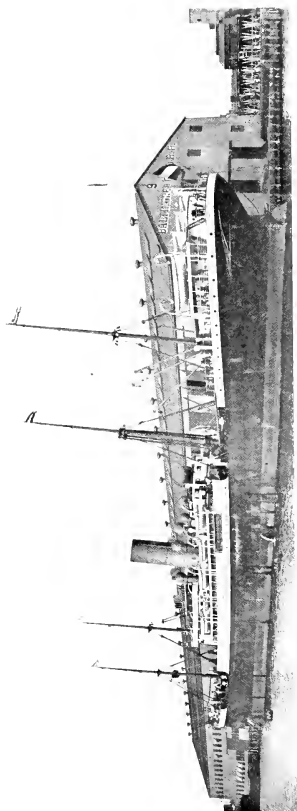
yet far to the southward, at Baltimore, annually come thousands of these seekers after new homes. This year is an epoch in the history of immigration to this port, for it marks the completion of a new pier by the Baltimore & Ohio Railroad, designed and built expressly for the handling of this class of business. Located at Locust Point, the tide water terminal of the road, and alongside of the old pier, which is dwarfed into microscopic insignificance, it



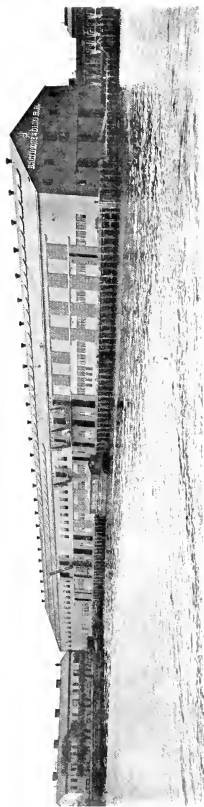
HON. F. P. SARGENT,
Commissioner General of Immigration.

bears silent testimony to the growth and necessities of this ceaseless tide of humanity. An interesting feature of the old pier is the landing stage, each successive platform designating the growth of the ships, till the last landing was built on the roof itself, and from there it was necessary to walk down the stairs to the entrance to the pier.

On the maiden voyage of one of the largest ships to this port a dinner was given



THE NORTH GERMAN LLOYD STEAMER "NECKAR" ALONGSIDE THE PIER



NEW BALTIMORE & OHIO RAILROAD IMMIGRANT PIER

to railroad officials by the captain, and it was promised that upon his return voyage, which was to be around the Horn, he would



DOCTOR LOOKING FOR TRACHOMA.

find a new pier at which to dock his ship, a pier in keeping with his vessel, and strange enough this ship upon her return was almost the first to take advantage of the new facilities. The new pier will dock simultaneously four of the largest ocean liners.

The first glimpse from the dock of an arriving ship is bewildering in its vast bulk of people, packed closely together. It seems impossible that so many could find sleeping accommodations, for the immensity of the ship is lost sight of. Great bundles of baggage everywhere on the deck serve as seats, and around and through all are the children, a constant moving, shifting kaleidoscope of color.

Some line the rail and look with wondering eyes at their new strange surroundings, while others stand and sit in stolid indifference. One misses the cries of welcome, the frantic waving of handkerchiefs and the

delight in the faces of natives returning to their own shores. Now and then can be picked out a joyous face of welcome from among the few who have friends on the pier, but as a whole there are none to welcome, no cries of recognition; the silence is strange and oppressive, for to the vast majority it is only the beginning of the end. The long companionways are quickly lowered to the deck and the real business of the day commences. Frantic search is made for lost children, innumerable bundles are collected (for the immigrant takes kindly to bundles) and all crowd forward with one impulse, seemingly desirous to be the first to land, and apparently fearful of being left behind. The women are landed first. They come up the gang plank with great bundles balanced on their heads, their babies clasped tightly in their arms and the older children clinging to their skirts. Even these children are burden-bearers, the loads in many cases apparently far too heavy for their puny strength. Stumbling, pushing, but finally triumphant, they land on the dock with all their possessions in tow. Then come the men, who during the interval have been patiently waiting the command to land. The same crowding at the gang plank, the same pushing and frantic haste, more bundles, boxes and even bales, and finally the ship has been unloaded. Here Uncle Sam takes complete



SPECIAL EXAMINATION BY WOMEN



IN THE SEPARATION PENS

charge, and the immigrant suddenly finds himself enmeshed in the red tape net of the Government. The pier now rapidly takes on the appearance of a foreign land. With Aladdin-like swiftness, one has been suddenly deported. They bear still the characteristics they brought away with them; the strange costumes, mannerisms and languages. Long comfortable benches are scattered throughout the big room, into which they are first landed, and these are quickly filled. Hundreds take advantage of every window or door-way to obtain a further look at the harbor, and even the land side comes in for a close scrutiny. After a brief period a portion of the big crowd are taken through a doorway into the main hall where are located the separating pens.

A complete list of all the immigrants has reached the custom and immigration officials, generally by way of New York on a faster steamer and from there mailed to Baltimore. The names have been grouped, each group being lettered. They are soon subdivided and the different letters arranged in the pens. As they pass into this portion of the pier the doctors make their preliminary inspections. Each immigrant in turn being halted and closely

scrutinized. The principal disease sought after by the medical staff is trachoma, a contagious disease of the eye. The eyelids are dexterously lifted up by the doctors, as this disease usually lurks under the lids. A glance is sufficient. Then the head and scalp are looked over for sores denoting any contagious disease, and the entire physical condition is seen at a glance. If there are any suspicious signs apparent to the doctor, the applicant for admission is quickly separated and held in a separate room for special medical examination. The great mass of the immigrants pass the examination of the doctors in a moment. Health seems their common lot. Strong bodies they at least bring over here.

The women particularly have the broad shoulders and hips, denoting almost, if not equal strength of a man. All contagious diseases which can be cured by proper attention are sent to hospitals, where the patients are held under Government orders till cured, then they are allowed to proceed to their destination. A few recognized incurable diseases are entirely debarred, and the poor unfortunate coming under these classes is quickly sent back to his native land.

A preliminary examination is made by the steamship companies before bringing the prospective immigrant away from the other side, so the percentage of those held for special inquiry is naturally small, as the debarred class have again to be carried back, and at the expense of the steamship company. In some cases parents and children are thus separated at the port of sailing. The children are sick, with no chance of their convalescing during the trip to this country, so they are left behind, and later when it is thought they can pass the inspection of the doctors on this side, they are forwarded to their parents. Tuberculosis is another disease of special importance, but its presence is sometimes exceedingly difficult to locate in the limited space of time given to each immigrant unless the case is of a pronounced character, and this rarely happens. If in the opinion of the doctor an immigrant is over fifty years old, he also is held for special inquiry, for it must be shown that such classes will not become public charges. Most old people are accompanied by their children or other relatives, or the immigrant officials have been previously informed of their expected arrival by their friends, who vouch for their maintenance and support.

Passing down the long lanes formed by iron railings, to each inspector, the immigrants reach their second and last Government inspection. These lanes form one of the most interesting phases of the situation to the onlooker; all their bundles go with them and with their babies they are packed as tightly as possible, but there is always room for one more. It may cause an upheaval of the entire line, but the one goes in. They follow out the orders of the officials implicitly and seem bewildered if lost sight of for a moment. They are like simple children in many ways, and their handling at times seems similar to that of the manipulation of cattle or sheep. Each one is detained long enough by the inspector to verify the information he already has about them. A memorandum of the amount of money they bring is also taken. They have it ready generally for the inspector to count. In the past it was necessary for the immigrants to bring a stated sum, required by law before they would be admitted, and it is only recently that this law has been changed. They come now with only a few dollars and in some cases only a few cents above the actual sum necessary to place them at their destination.



THE LONG LINE OF INSPECTORS



AT THE RAILROAD TICKET WINDOW



PASSAGE INSPECTED AND READY FOR DEPARTURE

After passing the inspectors the next move is to obtain their railroad ticket. In the case where the advice sheet has come by a faster steamer to New York, these tickets are ready for distribution upon presentation of their order. Generally the immigrant has purchased his ticket upon the other side directly to his destination and is given an order on the agent here for the railroad portion. In some cases friends on this side have purchased their tickets and they are ready upon demand.

The immigrants seem to have a dread of

country; they rarely seem in doubt as to the correctness of the amount. They will detect a shortage immediately, but there yet remains a case where a surplus has been returned. They are now ready for the inspection of their baggage, which by this time has reached a period of rest. This inspection is one of the most disagreeable features to the immigrant of the entire entrance proceedings, not from fear of discovery of contraband goods or shocked modesty at the laying bare of wearing apparel, but at the seeming impossibility of again getting into their original compass,



AT THE LUNCH COUNTER.

being parted, even for a moment, from their baggage, and in all their movements lug with them all their belongings; it seems the one tangible link which binds them to their own country, and necessarily impedes the handling of the situation as a whole by the officials. With his railroad ticket finally in his possession, his next thought is to have his money changed into U. S. currency. A booth is maintained here for this purpose and the values printed on a board in different languages is prominently displayed for his guidance.

They carefully count the amount handed them in return for the money of their own

the mass of his belongings. Packed in their homes abroad where time was not considered, these bundles when taken apart present for re-assembly a puzzle worthy a place with the "Age of Ann."

Many heated altercations take place over the re-packing and a loss of temper is never noticed; the services of the interpreter are not required. The apparently impossible is actually accomplished at last and the baggage is checked at the baggage room to its destination. In most cases the baggage is far in excess of weight carried on the ticket, and has to be weighed and the difference paid for, previous to checking.

After all has been straightened out, bales and hampers (for very few trunks are used) are ready for the train, and at last pass out of the eternal vigilance of their owners.

Now comes a wait for the train, as the immigrants are not allowed to leave the pier until they pass directly to their cars. This is the social period, conversation breaks out and life is again worth the living. At noon time great baskets of bread and meat are brought from the ship to the pier and at once commences a wild scramble for food. Fingers take the place of knives and forks and the bread and meat

and peasant women sing their babies to sleep with the folk song of their country.

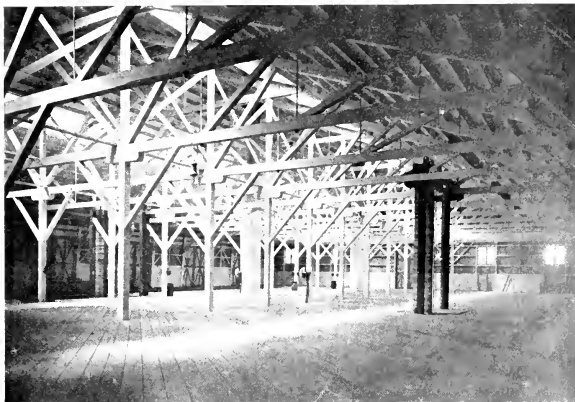
Many marriages take place on the pier, for the law demands that single girls coming to their fiancés shall be married before they can land. These marriages form pleasant breaks in the day and the bride is congratulated on all sides. There are several ministers constantly in attendance for this purpose. The costumes of the immigrants of the present day are not nearly as picturesque as those worn eighteen or twenty years ago. The wooden shoes of the lowlands of Germany are never seen now, and it is



THE LAST WAIT FOR THE TRAIN IN THE MAIN WAITING ROOM

is eagerly devoured. The steamship companies are responsible for their maintenance till they take the train. An excellent lunch counter is a feature of the pier, and here can be obtained all the homely foods they are accustomed to, and many delicacies besides. Vast quantities of soft drinks are consumed, but foods new to them are approached with caution, and only purchased by the most adventurous. Many of the immigrants are musical. Accordions are requisitioned and the songs of their native land are played. Sometimes a group of Swiss mountaineers will break into the peculiar yodel songs of their native hills

difficult to guess their nationality from their dress alone. The total absence of hats is conspicuous, for the women all wear handkerchiefs, generally of gaudy colors and often of silk. Now and then can be seen short skirts and boots to the knees, but the majority have no striking mode of dress. It is their faces, their gestures and their talk that go to make the picture, as a whole, so interesting. There are several missionaries stationed at the pier who help the immigrants in many ways; they give out booklets containing good advice, and instructions for their best welfare. They refer them, if they are interested, to the minister in the



SHOWING THE SUBSTANTIAL CONSTRUCTION OF THE PIER



THE DEPOT OF THE PIER

town to which they are going, who in turn helps them to find homes and employment. These services are often productive of much real help, and frequently the immigrants will have the cards of these missionaries with them, showing they have been sent back by those who have already come over and desire similar help and advice extended to others. It may be interesting to know that in affairs political the booklets of one missionary advise the immigrants to attend to the affairs of their home, but if they must vote, to weigh carefully in their own minds the claims of both parties and vote the

tally in every particular with the cards. It seems to the uninitiated that order will never come from such chaos, but it does, and one after another they are claimed and led away by their happy friends and relatives. Nearly one-half of the upper portion of the big pier is used for a depot; the trains are pushed up an incline directly into the pier and the entire business of the Immigration Bureau is confined directly to the structure, thus obviating the use of barges, as at Ellis Island.

E. P. Sargent, Commissioner General of Immigration, has been greatly interested



THE OLD IMMIGRANT PIER, SHOWING LANDING STAGE ON THE ROOF

ticket which in their opinion is to the best interest of the country. An interesting point on the pier is the pen into which finally come all those who will remain in Baltimore. A big door gives access to the public portion of the pier, a wooden grating holding back the anxious friends and relatives. Here can be seen the one touch of real enthusiasm and human interest. Frantic greetings of endearment are shouted through the door-way and all is pandemonium. A card comes direct from the inspector with each immigrant and the stories of those claiming their own must

from the first in the construction of the pier. He pronounces it practically perfect in ventilation and sanitary arrangements, and considers it ideal in all its equipment. He is responsible for many of its best points and personally inspected it several times during its erection. He believes a great future awaits the port of Baltimore, and is gratified that the Baltimore & Ohio Railroad has shown such foresight in the building of this great pier. It more than meets the requirements of the present and can but stand as a model for the future.

THE FRIAR AND THE WINE CELLAR.

BY THOMAS CALVER.

A friar of old, in his sandals and gown,
To depths underneath the old abbey went down
To draw a full flagon of wine of renown,
For a guest of the abbot superior.

A guest of superlative, rarest degree,
All covered with deckings of honor, was he.
The friar looked around for the best he could see
To delight such a noble interior.

He sampled the wine of that cask and of this;
Just lovingly greeting each glass with a kiss,
Until in his veins there was glowing a bliss,
That to heaven seemed hardly inferior.

At last he sat down by the best he could find,
To stay there forever and always inclined—
Absorbed in the visions that passed through his mind
And forgetting all duties ulterior.

He sang a brave song to himself: "What care I
If abbots and bishops go wet or go dry?
A king I am here and the world I defy!"
But he seemed to grow weary and wearier.

And softly he murmured and crooned to himself;
"What care I for deckings, or honors, or pelf?
A kingdom of bliss is each flask on that shelf,
And this cask is a heaven superior."

"I reek not of death and I reek not of life;
I reek not of wordy theology's strife;
With glory and blessings this cellar is rife,
Far beyond the whole world exterior."

He chuckled and mused till he nodded and slept;
The abbot, impatient, down quietly crept
And saw at a glance what sly spirits had kept
The old friar from fulfilling his mission.

He went for a brazier of brimstone he used
To notify germs that they might be excused,
And lit it with coals till it sputtered and fused
With the fumes that suggested perdition.

The hot, smoking brazier he carefully placed
Not far from the friar, who his cowl had disgraced
By yielding so far to the pleasures of taste,
That they brought him to a helpless condition.

The throat of the friar was soon filled with the smoke,
And, gasping, in terrible fright he awoke;
While Satan's perfume rose to strangle and choke
And allow not one short prayer's rendition.

He gasped out in anguish: "What hath me befell?
I'm dead—and, besides, I don't feel very well—
I slumbered in heaven and I wake up in—well,
This is surely an awkward position."

Then, seeing the stairs, quickly up them he tore;
But no brimming flagon for rare guest he bore—
He never went down to draw wine any more,
And his prayers had no more intermission.

WILD FILIPINOS AT THE WORLD'S FAIR.

SEVERAL HUNDRED HEAD-HUNTING IGORROTES, INCLUDING ONE MONKEY BABY THAT SLIPPED THROUGH AS A FILIPINO INFANT, AT WORLD'S FAIR GROUNDS.

PROBABLY no collection of living beings anywhere on earth ever proved such an attraction as do the 1,500 Filipinos who are now engaged in observing civilization at the World's Fair grounds. These representatives of several savage tribes in the archipelago, and also of the civilized tribes gathered by agents of the Philippine Commission and transported to America under somewhat difficult and embarrassing circumstances, are the objects of much curious attention from the crowds of pre-Exposition visitors.

There is one resident of the colony who is not legally entitled to reside in America for the season. He is a tiny monkey, about the size of a small house cat. When Dr. T. K. Hunt, who was the civil governor of Cuba for four years and who personally selected and collected the wild Filipinos for Exposition purposes, went aboard the ship at Manila and surveyed his aggregation, he pronounced it good.

"I trust you were very particular," he said to the inspectors, "not to let these people bring any animals along. You know they are very fond of animals, and our regulations forbid them from bringing monkeys or anything of that sort."

The inspectors assured the doctor that no animals had been taken aboard. Two days out, while Dr. Hunt was inspecting his cargo of living curiosities, he observed a small monkey hopping about on the lower deck.

"Where did that pesky thing come from?" he inquired, sternly. An Igorrote woman, with a shock of hair like a scouring mop, wagged her head and grinned gleefully. She called to the monkey in her own tongue, and the tiny animal sprang into her arms and was clasped tightly to her breast. Its little face, turned out in mute appeal, looked so much like the face on an Igorrote infant that Dr. Hunt realized at once how the beast had gotten aboard.

"Here's one on me, Healy," he remarked to Mr. M. R. Healy, who was on board with a number of Visayans for the Visayan vil-

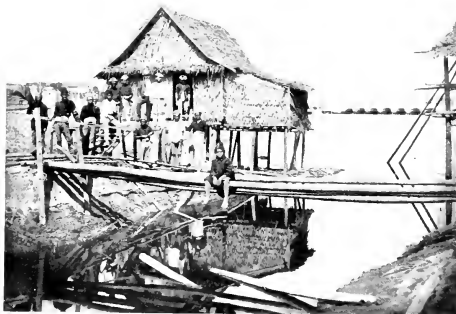
lage at the World's Fair. "You see this monkey? That woman carried him aboard at her breast, and the inspectors thought it was a Filipino baby."

The monkey is now the mascot of the forty-acre Filipino reservation at St. Louis, and promises to become the most popular and famous citizen of the interesting tract.

But there are other beings on the grounds who present an aspect to civilized people no less amusing than that monkey. Some of these wild Filipinos use their ears for pipe-pockets, and it is not uncommon to see a Bontoe belle or a Negrito housewife with a short black pipe or cigar-holder stuck in each ear. The women, as well as the men, are inveterate smokers. When they cannot get pipe tobacco they smoke cigars. When the cigars run out they smoke cigarettes. If there are neither pipes, cigars or cigarettes they will smoke a rope, or anything that furnishes a strong flavor.

No doubt if these people could be prevailed upon to adopt clothing enough to accommodate a pocket or two, they would relieve their ears of pocket duties, but in their natural state they wear only two garments—a narrow strip called a gee-string, at the loins, and a small hat stuck on the back of their head. The hat is used as a pocket to accommodate the overflow of personal trinkets. Usually the supply of tobacco is carried in the hat. The children, as a rule, prefer to go entirely naked, and this preference is not confined to the children, for some of the adults were adorned in nature's garb alone when Dr. Hunt induced them to take passage for America.

It was a difficult matter to get some of these savages to come over. Some agreed to come on condition that they would not have to wear clothing. Dr. Hunt advised them that the climate in America is not calculated to be comfortable without clothing. Then they demurred. It was necessary to convert some of the chiefs to the American mode of dress before the main body of the wild people could be induced to come. The chiefs proselyted among



MORO HOUSE, PHILIPPINE EXHIBIT, WORLD'S FAIR

their tribes and finally won over enough persons to make up the required colony.

The white managers of the expedition furnished the savages with more or less clothing when they departed from Manila, but on shipboard many of the Filipinos threw off the garments and appeared on deck in the natural state. When they reached San Francisco and were placed aboard a train of tourist sleepers bound for St. Louis, Dr. Hunt's real troubles began. It was stiflingly warm in the cars at times, because it was found necessary to keep the cars locked and the windows closed. Half a dozen tribes being represented, there were certain tribesmen aboard who cherished a lifelong hatred for certain other tribes. Just as different tribes of our American Indians have fought among themselves until one or the other was practically exterminated, these island tribes have been in the habit of fighting. Consequently, when the Mangianes found themselves in a coach next to a coach full of Tianganis, there was trouble for the doctor. Though all knives and other weapons of warfare were taken away from the natives, they threatened to clash if they got together.

Accordingly, in the close cars the children of nature removed their clothing. "Keep your shirt on," as it is spoken in the Filipino dialects, became a constant command. The natives grinned and pulled

off their shirts—usually by way of the feet.

But since their arrival on the Exposition grounds most of them have been content to wear clothes, inasmuch as the weather has been chilly. Now the women of the colony, quartered in the comfortable Cuartel de Filipinos, a big building of Spanish island architecture such as may be found in Filipino towns, go about their daily duties in skirts of American make, and the men wear overalls and blouses when they go down the hill each morning to work at the building of various huts in which they are to dwell during the Exposition period. A vast quantity of native building material lies ready at hand, and the wild men are busily employed from morning to night in constructing queer looking dwellings of bamboo, nipa and other Philippine raw material.

Some of these houses are built on stilts in the waters of the Laguana de Bay, the lake that fronts the reproduction of the walls of old Manila. Others are built in trees. The aim of the Philippine Commission is to show life as it is lived in the regions inhabited by the savage tribes.

Since the arrival of the wild people the dog population of that part of the grounds has decreased considerably. Many of these people prefer dog to beefsteak. They called vociferously for a dog Sunday dinner the first Sabbath after their arrival. A

limited supply of dog meat was furnished them, and they enjoyed the feast. They also eat a great deal of rice, and they are learning to like American dishes.

Most interesting of all the tribes are the little Negritto, who are the dwarf people of the archipelago. Both men and women wear their hair long, and their personal wealth is represented by strings of beads around their necks. The man with the longest string of beads is the Croesus of the tribe.

These Filipinos belong to the non-Christian tribes. Their tribal names are Igorrote, Suric, Bontoc, Tingani and Mangiane. On the same train arrived eighty Visayans, who are Christians and are called the "dudes" of the islands. These people dress well and are fairly well civilized. Most of them can talk English. All are musical. There is

an orchestra of fourteen native musicians, who will play during the Exposition.

Other ships and trains brought loads of Filipinos of the higher classes, from Manila and the other cities of the archipelago, many of whom possess intelligence that is surprising to those who imagine that all the culture of the world belongs to the Caucasian race. There are Filipino women on this reservation who dress most gracefully and talk Spanish and English with fluency, read the newspapers and books with avidity, and are handsome enough to win the hearts of susceptible young white men. In the several department buildings on the reservation is to be seen the artistic handwork of the educated Filipinos while the general exhibits in education, agriculture and other branches bespeak the native talent and enterprise of these island people.

TO ROBERT J. BURDETTE.

PASTOR EMERITUS OF THE AMERICAN PRESS
HUMORISTS.

BY EDWARD H. ROBBINS.

"These dear, good boys of mine" — that's what you said
Of us one night; and close about your head
A halo might have shone, and in your eyes
A friendly spirit, calm and kind and wise,
Beamed out a benediction on us there,
A blessing just as certain, just as rare
As any Paul or Peter ever gave
To those they loved and, loving, tried to save.

"These dear, good boys of mine" — you know, kind heart,
The heavy pain of striving and the smart,
Or ridicule that answers right intent.
You, too, beneath the weary weight have bent,
Yet through the years have kept your spirit sweet
With love enough to fill the world complete.

"Your boys" make answer from the tallest towers;
"This dear, good brother, father, friend of ours."

"THE PIKE."

THE STREET OF THE CONCESSIONAIRES AT THE LOUISIANA PURCHASE EXPOSITION, ST. LOUIS.

It must be kind o' phoney,
Like an eddycoated Coney,
Or a solid mile o' Barnum, if ye like;
And I jest tell you, by jingo,
I'm a-hopin that I kin go
Fer a week or so to rubber on the Pike.

WHILE it is doubtful if many of the Exposition visitors will desire to "rubber on the Pike" for a week or so, it is still more doubtful if there will be a single visitor there who will not take a turn or two through that

each, and scarcely any of them less than \$50,000.

From these figures it will be seen that high-class attractions will be presented, and we are assured by the Exposition management that a special effort has been



A STREET IN CAIRO.

interesting and picturesque thoroughfare, peopled by a miscellaneous collection of mortals gathered from the far corners of the earth.

The Louisiana Purchase Exposition street of the concessionaires presents about two miles of attractions. There are forty-four distinct shows. Six thousand performers from foreign countries are engaged to reproduce the life of twenty-five different peoples, while fifteen hundred animals lend reality to the various scenes. Two of these shows represent an outlay of \$1,400,000; twenty of them cost not less than \$100,000

made to bar the trivial and audacious side shows which have been more or less a feature of some of the recent Expositions.

Notwithstanding the class of attractions offered, popular prices will prevail. The admission fee of nearly all the attractions has been announced, and we find the average general admission fee will be 25 cents, the highest general admission 50 cents, highest charge for seeing all the attractions in any one concession \$1.25, lowest general admission, 10 cents. The estimated cost of seeing all the Pike's attractions (not including purchase of articles



CLIFF DWELLERS

offered for sale), \$20. With only about 25 attractions, the cost of a trip through the Chicago Midway, viewing all shows, was \$35. It is also very improbable that any one person would care to make the complete tour, as Battle Abbey and the Temple of Mirth would hardly appeal to the same person, any more than the Baby Incubator and Paris would, but out of the variety offered, each may take their choice.

At the east end of the Pike, near the main entrance to the grounds, the Tyrolean Alps raise their snow-capped peaks many feet in the air. A bit of Tyrol has been apparently cut out and set down here. Massive castles, tiny houses with arbors, a chapel apparently cut out of the solid rock, a torrent spanned by several bridges, form parts of the picture, which is made realistic by the men, women and children, clad in bright national costumes, who people the miniature village, and go about their daily avocations as unconcernedly as though at home. Tyrolean bands give concerts, national dances are given, and a remarkable trip can be taken through the Alpine scenery in a tram-car. A restaurant is also a feature of the exhibit, which will accommodate from 1,500 to 2,000 people. Admission, 25 cents; Alpine rail trip, 25 cents; Magic Grotto, 10 cents; Royal Castle, 10 cents; Passion Play, 25 cents.

Next to the Alps is the Irish Industrial

Exhibit. The old Irish House of Parliament is reproduced, its mission however to house merry-makers rather than lawmakers, as it will be used as a restaurant. St. Lawrence gate at Drogheda, one of the landmarks of Ireland, serves as the principal entrance; Carmac's Chapel, the Rocks of Cashel and an Irish arch, all over nine hundred years old, form part of the scenery; a reproduction of Blarney Castle serves as a theatre, where a company of Dublin players will perform Celtic plays; a Dublin band of 60 pieces will perform in the village, and jaunting cars are provided in which visitors may take the well-known rough ride to Dublin, through a panorama of the Lake Killarney region. A part of the village will be given up to the display of Irish linen, laces and carpet, made by the manufacturers in the principal Irish cities. There will also be a gallery of portraits of famous Celtic beauties, whose beauty, wit and grace have left their imprint on the history of more than one country. Admission, 25 cents; theatre extra.

Next to the Irish Village, on the north side of the Pike, is the optical delusion known as Under and Over the Sea. The submarine boat, accommodating 250 passengers, lies in a harbor of real water in plain sight. The passengers descend, the hatches are closed and the boat sinks. By the use of intricate machinery and light

rays the sensation is given of gliding under water—through glass-covered port-holes the marine life is shown, apparently moving independently of the current. The boat ascends the Seine to Paris, the party are taken in an elevator to the top of the Eiffel Tower, from which they are launched in an air-ship. Paris recedes from view, other Continental cities, the English Channel and London are passed over, a storm arises and when that has passed away, New York Harbor is in view, thence the ship sails over many inland cities and settles down at the little harbor in the Exposition Grounds. Admission, 25 cents.

The Streets of Seville depict Spanish life and manners, with the glare and color of Spanish sunlight supplied by innumerable electric bulbs. The visitor is treated to a Feast of Flowers, in the theatre national dances are performed, likewise a stirring scene of a bull-fight, the actors in it being marionettes. Brigandish Gypsies and gayly-dressed *senoritas* people the streets, importuning visitors to buy flowers or have their fortunes told. Admission, 25 cents.

Hunting in the Ozarks is in reality a shooting gallery although the accessories are not such as are usually found in such places. A scene in the Ozark Mountains has been produced, and the visitor is at liberty to shoot anything he desires, from a rabbit to a bear, in utter defiance of all Game Laws. No charge for admission.

Hagenbacks's Animal Show occupies a prominent place on the Pike. On entering the impression is given of being entirely at the mercy of all the wild animals ever heard of. Every zone contributes its beasts to an immense open air panorama where both wild and domestic animals roam, without so much as a mosquito netting between them and the spectators. This effect is produced with entire safety to the public by a patent invisible device crossing the panorama, and the scriptural prophecy of the lion and the lamb lying down together, may be fulfilled—with perfect impunity on the lamb's part. In addition to this there is a great theatre, seating 3,000 persons around a caged arena, where a continuous performance is carried on. A riding track encircles the panorama, where a mount may be secured on a trained elephant, camel, dromedary, llama, ostrich or horse-zebra, while for children's use, gigantic tortoises weighing 350 pounds have been made bridle-wise,

and are insured not to run away. Admission, 10 cents; admission to arena, 50 cents.

Fair Japan shows bits of landscape taken from the Imperial Gardens of the Mikado. Very old trees have been transplanted from Japan, together with many flowers. The gateway to Fair Japan is a reproduction of the gateway to a mortuary chapel built three centuries ago, which could not be duplicated now in the same materials for millions of dollars. A street in Fair Japan is filled with forty native stores, crowded with pottery, silk, rugs, fans and ivories. In tea houses on the borders of the lake, forty genuine Geisha girls dance and sing, while native Japanese girls serve the tea.

Ancient Rome is represented by a street of the Augustine period with temples, dwellings and theatres. In the amphitheatre gladiatorial combats and sports of the hippodrome will be held. Peasants, courtiers, cardinals, soldiers and police in the garb of the days of Nero will mingle with the visitors. A flower parade is a part of the program, while the climax, the burning of Rome by Nero, requires the assistance of 4,000 people. Admission, 25 cents; admission to theatre or amphitheatre, 25 cents additional.

Old St. Louis will represent the antiquity of the New World as does Ancient Rome that of Europe. This is a historical reproduction of the village of St. Louis, taken from old prints, descriptions, etc. The dwellings are the replicas of the homes occupied by Auguste, Pierre and Vuerve Chouteau, by Gratiot, Laeclde and other pioneer citizens of the city. In a connecting arena will be given a reproduction of an attack by the Indians in 1770. There will also be a reproduction of the Cabildo at New Orleans, in which the scene of the transfer of the Louisiana Territory from France to the United States will be given. In a reproduction of the Government House will be enacted a play based on the purchase of the Louisiana Territory, in which Napoleon, Livingston, Monroe, Marbois and other historical characters will take part. A band of forty musicians and the largest cafe on the Pike is part of this concession. Admission, 25 cents; to arena, 25 cents; other attractions, 15 cents.

A vast blue dome one hundred and twenty feet high attracts the attention of the Pike visitor at once. Creation is the



BABY INCUBATOR



STREETS OF CAIRO



HAGENBACK'S TRAINED ANIMALS



CREATION

title of this amusement. The visitor glides backward through twenty centuries along a water canal encircling the dome for a distance of 1,000 feet. A moving panorama of the centuries is passed en route to the crowning feature. At the First Century passengers leave the boat and enter a temple; soft music precedes a peal of thunder, the walls of the temple melt away, leaving the visitor in the midst of the dome, enveloped in clouds. This is chaos. A loud voice utters the words, "The Lord made the heavens and the earth in six days." The voice continues the story of the creation, "Let there be light," "Let the dry land appear," and so on, the tableaux being completed in the making of Adam and Eve and their discovery of one another. Admission, 50 cents.

It is but a step from "Creation" to destruction, as the Indian Wild West Show might fitly typify. Fifty-one different tribes of American Indians are represented in this congress, offering an unparalleled opportunity for the ethnological student. The story of pioneer life is enacted. The pony express, cowboy exhibitions of horsemanship and with the lariat, a realistic hold-up of a stage coach, its rescue by cowboys, attack on settler's cabin and its repulse, the capture and lynching of a horse-thief, the burning of a white captive at the stake, and a final thrilling battle between two warring tribes to the death, all these should furnish excitement enough to satisfy the most blasé spectator.

A trip over the now much talked of Trans-Siberian Railway is one of the possibilities of a trip to the Exposition. The passenger enters a Russian railway station, buys his ticket and takes his seat in a real train of Pullman cars, and the train (apparently) starts with the usual motion and flies over the open Siberian landscape. Moving scenery and invisible blowers, giving the effect of the keen Russian air, make the illusion complete. Several large cities are passed, Lake Baikal and the scene of the present war operations in Manchuria skirted, and the journey ends at Port Arthur. After the end of the journey a Russian village is visited, which includes a Russian theatre, Russian band, etc., and the everyday life of Russia cleverly portrayed by natives. Admission, 25 cents; train ticket, 25 cents; admission to village, 10 cents; to theatre, 25 cents.

Whether the Director of Concessions

had the Asiatic map in mind, or whether it was mere chance, is not stated, but adjoining the Russian exhibit is the Chinese Village. This attraction is provided by an association of Chinese merchants in Philadelphia, and includes a Chinese theatre with native players; a joss house with a guide to explain the significance of the religious rites; a tea house with native waiters, and an extensive bazaar with a population of native merchants, mechanics and decorators. Admission, 25 cents; additional admission to theatre.

The Bazaars of Stamboul take in a whole quarter of Constantinople, and eleven sections have been exactly reproduced in this concession. Although necessarily shortened, the streets bear the same relation to one another and the minutest details of architecture are preserved. The bazaars will be filled with Turkish merchants and their wares, and the whole will be a good illustration of the street life of that section of Constantinople.

From the outdoor life of southern Europe to the frozen North is but a step—at the Exposition. The Esquimaux is shown in his northern home, made of reindeer skins, located on the shore of a real lake, on which native canoes are plied with long bladed paddles. The famous Alaskan dogs drag the visitor through an ice colonnade containing tons of Arctic curiosities, while a combat between an Esquimaux and a polar bear brings the entertainment to a close. Admission, 25 cents.

The Magic Whirlpool is the next attraction on the north side of the Pike. This building covers 50,000 square feet of space, and 50,000 gallons of water are in circulation every minute. The enchanted lake lies sixty-three feet above the floor. Ascent to it is made in boats which glide around the surface of the lake and then sweep over the central waterfall, swing six times around its circuit beneath the descending waters. The boat glides towards the base of the enchanted lake, shoots into a submarine channel, passes a tropical garden filled with birds and flowers, back again through another underground channel, it floats around the base of the mount on which rests the enchanted lake, under and through the descending waters, twice around the electric fountain, and again making a circuit of the enchanted lake, finds exit. The entire course covers over 500 feet; the submarine way traversed by the craft is filled

with curious illusions, notably the great Spotted Rat, and other monsters. Admission, 15 cents.

The Cliff Dweller homes, as they exist in Arizona, New Mexico and Colorado, are reproduced. Entrance is made through a tunnel which pierces the cliffs; on the other side are more caves and mountain trails, and a large pueblo of the Moki and Zuni Indians is spread over the cliffs. The Indians give their mask dance, the heads of the performers being covered with elk and buffalo heads. Long ladders reach to the dwellings, in which the Indians ply their various crafts of basket and rug weaving, blanket making, etc. Admission, 25 cents; admission to theatre, 25 cents additional.

The Naval Exhibition is a basin of water 300x180 feet, with a perspective of natural and plastic scenery representing a fortified city. A fleet of eight battleships, six cruisers, six torpedo boats and one submarine vessel is maneuvered after the most improved methods of modern naval warfare. The vessels are about twenty feet long, and operated by electric motors, a sailor seated in each boat, but invisible to the spectator controlling its movements. Admission, 25 cents; reserved seats, 25 cents.

The Water Chutes, Scenic Railway and Boynton's Deep Sea Divers are all too well known to need any explanation.

The eagerness with which men, women and children will drop their ordinary avocations to run to a fire perhaps suggested to Chief Hale that a fire would be a real attraction, even at an Exposition. Seated in an auditorium, spectators see an alarm turned in at the engine house, the firemen leave their beds, slide down the brass poles, the horses are hitched and dash through a typical New York street, stopping in front of a blazing six-story block from the windows of which people are screaming for help. They are rescued by hook and ladder, fire nets and other life-saving apparatus and the building collapses, after great excitement for an hour. No fire is used, but the effect is produced by electricity, steam, stained glass and other mechanical appliances. The horses, men and apparatus taking part in this show won first prize at the International Fire Tournament in London in 1893, also at the Paris Exhibition in 1900.

From the turmoil of modern fire-fighting to Mysterious Asia-India: the land of

elephants, tigers, snake-charmers and all the wonderful people with whom Kipling has made us familiar. A reproduction of the Taj Mahal, that wonderful tomb which is said to be the most beautiful piece of architectural work in the world; a street in Calcutta showing the fronts of the native bungalows and other native buildings are among the attractions. Other thoroughfares lead us into Ceylon, Burmah and the market place in Teheran, Persia, the most famous rug market in the world. A Brahma festival, Devil, Nautch, Jar, Castanet and other weird dances are performed in the theatre together with other national amusements. Admission, 25 cents; theatre and Room of Wonders, each 25 cents additional.

The Temple of Mirth, a labyrinth of mirrors; the Statisticon, furnishing statistics while you wait; the Moorish Palace, containing a wax-work exhibit of the manners and customs of the East Indian races, also groups showing prominent events in the acquisition of the Louisiana Purchase will furnish entertainment for many, as will the Glass Workers, who do wonderful things in the way of weaving glass into fabrics as pliable as ordinary materials.

A vision of two worlds is shown in the Hereafter. Entering an apparently limitless gallery of mirrors, the visitor sees in the dim distance a playing fountain. The corridor is followed for forty feet until the visitors stumble into the Cafe of the Dead, where they partake of gruesome repasts served by undertakers and widows on coffin tables. A monk appears and offers to guide the living through the realms of the dead. With this ghostly pilot the party descends to the infernal regions in an elevator, where they gaze across a vast gulf. Charon and his craft waits to carry them over the River Styx; the gloomy guide recites passages from Dante's "*Inferno*," illustrating the various phases of Hell through which the party is passing. They are received by his Satanic Majesty, who is encircled in sulphurous smoke, while a chorus of damned souls incessantly wails in the background. In the midst of these tragic scenes the visitors are startled by the sound of goblin laughter, and they approach the scene of some of the more humorous phases of punishment. The ice-man who overcharged; sinners who minded other people's business, are suitably tormented. The tramp is treated to a boiling hot bath, the teller of fish stories hung by fish-hooks over

a boiling lake, etc. Without warning the visitors come upon Daphne's Grove, with its seductive pleasures, and finally emerge unaware into Paradise. The birth of the Star of Bethlehem, the celestial hosts circling in the widening star, which increases in brilliancy to its final intensity, are the finishing tableaux, and the visitor departs with the strains of the Holy City ringing in his ears. Admission, 25 cents.

Paris on the Pike is a reproduction of life in the gay French Capital. Not only the Paris of to-day, but a street is fitted up of the medieval period, and sports and games in vogue in those times are played therein, and an insight is given into the customs when chivalry flourished. Of modern Paris, the atmosphere of the Cafe Chantant is preserved in a resplendent theatre, beautifully decorated, and most brilliantly illuminated at night, when a fine vaudeville performance is rendered, a number of the members of the famous French Opera Company having been retained for these performances. Admission, 25 cents; admission to theatre additional.

In the Palais du Costume the history of fashion is given on life-size models, from the classic costumes of the Roman ladies to the gorgeous coronation robes of the Empress Josephine, and on down the line to the fashions of the present era. Admission, 25 cents.

The Infant Incubator will appeal to the motherhood and humanity of the Fair visitors. Here the poor babies whom the storks brought prematurely into this world of sin and trouble will be given one more chance—a fighting one, at best, but still a chance—for their lives. Admission, 25 cents.

The Streets of Cairo present a vivid change from the Baby Incubator. This exhibit was the most talked about of any at the Chicago Exposition, but is on a much more elaborate scale.

Beautiful Jim Key, a purely bred Arabian Hambletonian horse, upholds the dignity of the equine race, and shows what a horse can do, provided he is given a college education. Jim is an expert mathematician; a fine theologian, as he can pick out the particular verse in the bible which exalts his race; in addition, he knows the value of money and can use the telephone. He is valued at \$100,000 and travels in his own private car, accompanied by his valet. Admission 15 cents.

The Old Plantation represents a typical negro "quarters" on a big cotton plantation "befoh de wah." A colony of southern darkies, from the little brown pickaninnies to white-haired aunties, illustrate this past phase of American life. In the theatre the old colored uncle will play the fiddle for the "pigeon wing," "double shuffle" and other plantation dances, while in direct contrast with the cakewalk and rag-time music, an old-time camp meeting, with its intoned hymns and venerable preacher, will be held. Admission, 15 cents.

In Battle Abbey, near the western end of the Pike, the battle history of the American Republic will be given. Plastic representations of the battles of Gettysburg and Manassas, as typical of the successes of the Federal and Confederate armies, are shown, with guides in both the blue and the gray to explain them. The Custer Massacre and other important American battles from each war in which the American armies have participated, will also be shown. Admission, 25 cents.

The Galveston Flood will be portrayed at the Exposition. The foreground of the picture is real; real trees, houses and water, and gives a fine view of Galveston Bay as it appeared the day before the flood, with its three-mile bridge stretching to the main land. The storm clouds arise, the wind howls across the Bay, the rain falls in torrents, the waves rise higher each minute until all but the larger buildings in the city are covered with water, and the whole picture is blurred in the storm mist. The storm dies away, the rain ceases and the waters recede, showing the ruins of the once noble city. The light slowly fades until all is in darkness again, when through the gloom one sees the gradual unfolding of a new picture, which presently stands revealed as the new Galveston will appear when the Government breakwater is completed. Admission, 25 cents.

The visitor may make the trip from New York to the North Pole in twenty minutes, in an Atlantic liner, 200 feet long, with every appointment of the modern steamship. The motion of the waves will be mechanically produced, and a sensitive stomach can probably get as much sea-sickness out of the trip as if on a real ship. A storm at sea will be experienced, life boats lowered, and passengers taken off and around the ship and returned to the hurricane deck; the Aurora Borealis will appear

and the ship grind through the ice fields and bergs until the North Pole is discovered to be a tropical garden, interlocked within the embrace of the ice. Admission, 25 cents.

Other amusements not located on the Pike proper are the Ferris Wheel, known here as the Observation Wheel. The Japanese Tea Garden, where the patron is entertained by a band of imported Geisha girls and waited upon by native Japanese women. While to the southeast and back of the Festival Hall and Art Palaces is the immense reproduction of Jerusalem, covering eleven acres. With the exception of the Philippine Exhibit, this is the largest open air show at the Exposition. It is composed of three hundred structures of varying sizes, which will be peopled by one thousand inhabitants of Jerusalem, brought over by special chartered steamer. This new Zion, surrounded by a wall of the height and tone of the old-world city, pierced by duplicates of the famous Damascus, Jaffa, Golden, St. Stephens and West and South gates, contains within the wall the Mosque of Omar, Church of the Holy Sepulchre, Via Dolorosa, with the nine Stations of the Cross, the Jews' Wailing

Place, Tower of David, the Citadel and Moat, are all reproduced. There is also a cyclorama of Solomon's Temple, operated as a separate concession, the most complete model in the world of Solomon's architectural masterpiece. To such Bible students as have not had the advantage of a visit to the Holy Land, this concession will doubtless prove most instructive and interesting. Admission, 50 cents.

Another interesting concession not located on the Pike is that of the Boer soldiers, in charge of General Viljoen, who will give some reproductions of scenes which transpired on the Transvaal battle-fields.

From this partial list and necessarily brief description of the various amusement features of the great World's Fair, it may be seen that even with "Everybody to his taste," there will be an opportunity for everybody to satisfy his taste in the line of amusement here, from the seeker for gaiety, who will visit "Gay Parade," to the staid clergyman, who wandering through the streets of the miniature Holy City, will carry home with him such impressions as will make the sacred scenes more vivid to him thereafter.



NEW YORK TO THE NORTH POLE



Stub Ends of Thought

By ARTHUR G. LEWIS.



THE intelligent co-operation of subordinates in business management, paves the way to knowledge, power and promotion.

LABOR has compensation in a duty done, and all the sweet sensation of rewarded rest.

THERE is no honesty in an ambition that would lift up one side of human nature and drag down the other.

JUDICIOUS expenditure is the father of rational and well conceived economy.

WIDOWS are attractive on account of experience having taught them the art of advantageous concealment.

IF hell is conscience, all its tortures tear the wakening sleeper in insomnia's toils between the awakening moment and the dawn of day.

HOW man's opinion withers before a woman's will—or won't.

AMONG the numerous counterfeits of friendship there comes sometimes a sincere devotion that sustains and lightens the lives of both.

A MAN may have a good opinion of himself, but should not permit his self-conscious condition to break out.

IT is a questionable kind of economy that will create a shrinkage on both sides of the ledger.

THE nakedness of truth often calls a blush to the face of fact.

ONE of the consolations of old age is to follow one's inclinations without the dangers of youth's impetuous indiscretions.

OFTEN when a man says nothing he either has nothing to say, or too much sense to express himself.

HOW many sacrifices of life and happiness are laid upon the altar of appearance.

NO MAN ever yet swaggered into a permanent and successful position in life.

HOW sweet the consolation and knowledge that one heart beats for us alone, and though in silence, knows no life beyond the circle of its love.

A BEAUTIFUL thought and noble action out-values all the utilities of a beautiful world.

WHAT women do not wear attract men the most, but outward adornment in men often sways women.

THERE are some natures that can only meet each other after the manner of cymbals. May the milk-white dove of peace keep them apart.

THE soft white hands of women smooth out with love and sacrifice the lines of care along the pathway that duty and integrity tread.

IT is better to spare pain by telling a lie than to cause it by a truth untouched with mercy.

AFTER THE LIGHTS ARE OUT.

BY ARTHUR G. LEWIS.

After the lights are out
And hopes we once cherished
Have gone to their death
With the sun that has set,
Some retrospection or sacred remembrance
Lives in our heart and comforts us yet.

After the lights are out
Memory may lead us
Out of the darkness—into the dawn,
And from a past now dead,
Point where to-morrow's sun
Breathes new life in a future unborn.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE MAY 15, 1904										
EASTWARD										
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 522 DAILY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 506 DAILY	No. 516 DAILY	No. 546 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM
Lv. WASHINGTON	7.00	9.00	9.00	11.00	1.00	3.00	6.00	8.00	11.30	3.00
Lv. BALTIMORE, GARDEN STATION	7.56	9.50	9.52	11.50	1.55	3.48	6.00	8.00	12.39	3.51
Lv. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.06	8.06	12.44	3.56
Ar. PHILADELPHIA	10.16	11.52	12.11	2.02	4.05	6.50	8.19	11.40	3.10	6.00
Ar. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.16	6.30	8.00	10.40	3.20	5.52	8.32
Ar. NEW YORK, SOUTH FERRY	12.40	2.06	2.36	4.25	6.35	8.06	10.50	.....	.....	8.36
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE MAY 15, 1904										
WESTWARD										
	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 527 DAILY 5 HOUR	No. 507 DAILY	No. 509 "ROYAL LIMITED" DAILY	No. 503 DAILY	No. 511 DAILY	No. 515 DAILY	
	NIGHT	AM	AM	AM	PM	PM	PM	PM	NIGHT	
Lv. NEW YORK, SOUTH FERRY	12.10	7.56	9.55	11.55	1.55	3.55	6.55	8.55	12.10	.....
Lv. NEW YORK, LIBERTY STREET	12.16	8.00	10.00	12.00	2.00	4.00	6.00	7.00	12.16	.....
Lv. PHILADELPHIA	7.40	10.32	12.37	2.08	4.17	6.18	8.35	9.30	3.36	.....
Ar. BALTIMORE, MT. ROYAL STATION	9.48	12.49	2.44	4.07	6.16	8.16	10.55	11.32	8.00	.....
Ar. BALTIMORE, GARDEN STATION	9.52	12.53	2.48	4.11	6.20	8.20	11.00	11.36	8.05	.....
Ar. WASHINGTON	10.50	1.50	3.50	5.00	7.20	9.10	12.10	12.31	7.25	.....
	AM	PM	PM	PM	PM	PM	AM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

WESTWARD										
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY		
Lv. NEW YORK, SOUTH FERRY	9.55 AM	1.55 PM	N 3.65 PM	5.55 PM	12.10 NT	12.10 NT	8.55 PM	.....	
Lv. NEW YORK, LIBERTY STREET	10.00 AM	2.00 PM	N 4.00 PM	6.00 PM	12.15 NT	12.15 NT	7.00 PM	.....	
Lv. PHILADELPHIA	12.37 PM	4.17 PM	N 6.20 PM	8.35 PM	7.40 AM	7.40 AM	9.30 PM	.....	
Lv. BALTIMORE, MT. ROYAL STATION	2.44 PM	6.18 PM	.....	10.55 PM	9.48 AM	9.48 AM	11.32 PM	.....	
Lv. BALTIMORE, GARDEN STATION	3.00 PM	6.30 PM	8.00 PM	11.10 PM	10.00 AM	8.00 AM	11.36 PM	.....	
Lv. WASHINGTON	4.05 PM	7.30 PM	9.15 PM	12.45 AM	11.00 AM	10.05 AM	12.40 AM	.....	
Ar. DEER PARK HOTEL	.....	.....	7.15 PM	.....	7.45 PM	.....	9.00 AM	Lv. 4.30 PM		
Ar. CLEVELAND	.....	.....	12.35 PM	.....	.....	.....	.....	Lv. 5.50 PM		
Ar. WHEELING (EASTERN TIME)	.....	7.35 AM	.....	.....	.....	.....	.....	Lv. 6.20 PM		
Ar. COLUMBUS	.....	10.35 AM	.....	.....	.....	.....	.....	9.10 PM		
Ar. CHICAGO	.....	7.30 PM	.....	.....	9.00 AM	.....	.....	7.40 AM		
Ar. CINCINNATI	8.05 AM	.....	.....	5.35 PM	.....	2.35 AM	.....	.....
Ar. INDIANAPOLIS	11.45 AM	.....	.....	10.35 PM	.....	.....	.....	.....
Ar. LOUISVILLE	11.52 AM	.....	.....	9.30 PM	.....	7.55 AM	.....	.....
Ar. ST. LOUIS	6.00 PM	.....	.....	7.23 AM	.....	12.30 PM	.....	.....
Ar. OHATTANOOGA	6.00 PM	.....	.....	6.25 AM	.....	.....	.....	.....
Ar. MEMPHIS	11.00 PM	.....	.....	8.30 AM	.....	.....	.....	.....
Ar. NEW ORLEANS	10.00 AM	.....	.....	8.00 PM	.....	.....	.....	.....

A—Train No. 5 makes connection at Cumberland.

Through Pullman Sleepers to all points. N Connection east of Philadelphia is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD										
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	Nos. 14 & 46 EXPRESS DAILY	Nos. 14 & 46 EXPRESS DAILY		
Lv. CHICAGO	.....	.....	3.30 PM	10.40 AM	.....	.....	7.30 PM	7.30 PM		
Lv. COLUMBUS	.....	.....	.....	7.10 PM	.....	.....	.....	.....
Lv. WHEELING (EASTERN TIME)	.....	5.00 PM	.....	12.25 AM	.....	.....	.....	.....
Lv. CLEVELAND	.....	.....	10.15 PM	.....	1.00 PM	.....	.....	10.50 AM		
Lv. PITTSBURG	.....	.....	8.00 AM	.....	9.00 PM	.....	.....	.....
Lv. ST. LOUIS	* 8.52 AM	2.05 AM	.....	.....	.....	* 6.30 PM	1.00 PM	.....	
Lv. LOUISVILLE	* 2.10 PM	8.10 AM	.....	.....	.....	8.27 PM	.....	.....
Lv. INDIANAPOLIS	* 1.45 PM	8.00 AM	.....	.....	.....	2.30 AM	.....	.....
Lv. CINCINNATI	* 6.35 PM	12.10 PM	.....	.....	.....	8.10 AM	.....	.....
Lv. NEW ORLEANS	.....	7.05 PM	.....	.....	.....	9.15 AM	.....	.....
Lv. MEMPHIS	.....	6.50 AM	.....	.....	.....	8.40 PM	.....	.....
Lv. OHATTANOOGA	.....	10.40 PM	.....	.....	.....	.....	.....	.....
Lv. DEER PARK HOTEL	.....	.....	.....	.....	.....	.....	.....	.....
Ar. WASHINGTON	12.40 PM	6.41 AM	4.42 PM	12.30 PM	6.30 AM	2.45 AM	11.05 PM	11.05 PM		
Ar. BALTIMORE, GARDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.47 AM	12.25 AM	12.25 AM		
Ar. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	5.05 PM	1.59 PM	8.00 AM	3.55 AM	12.44 AM	12.44 AM		
Ar. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.10 AM	3.10 AM		
Ar. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	6.52 AM	6.52 AM		
Ar. NEW YORK, SOUTH FERRY	6.35 PM	12.40 PM	10.50 PM	6.35 PM	12.40 PM	8.35 AM	.....	.....

Through Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"
BETWEEN WASHINGTON AND BALTIMORE.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

**ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.**

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Buffet Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia.

No. 504. Drawing Room Sleeping Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Buffet Parlor Car Washington to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, serves dinner table d'hôte, Philadelphia to New York.

No. 528. Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 534. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Drawing Room Parlor Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.

No. 546. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 503. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Washington and Pittsburg.

No. 517. Buffet Parlor Car New York to Washington.

No. 501. Drawing Room Sleeping Car New York to Washington. Dining Car, a la carte, Philadelphia to Baltimore.

No. 527. Five Hour Train. Parlor Car New York to Washington. Dining Car, table d'hôte, New York to Philadelphia.

No. 507. Drawing Room Sleeping Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 509. "Royal Limited." Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 511. Buffet Drawing Room Sleeping Cars New York to Cincinnati and Pittsburg.

No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

**Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.**

WESTWARD.

No. 1. Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Baltimore to Cincinnati. Dining Cars serve all meals. Cafe Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Baltimore to Columbus. Combination Buffet-Observation Parlor and Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Washington to Parkersburg. Drawing Room Sleeping Car Pittsburg to Deer Park every Friday night. Cafe Parlor Car Cincinnati to Louisville. Buffet serves supper; Dining Cars serve balance of meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Drawing Room Deer Park to Pittsburg every Monday morning. Dining Car Connelisville to Pittsburg.

No. 5. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Dining Cars serve dinner, supper and breakfast.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Buffet Sleeping Car Wheeling to Chicago.

No. 53. Drawing Room Sleeping Car New York to St. Louis. Parlor Car Baltimore to Wheeling. Dining Cars Martinsburg to Cumberland and Grafton to Cincinnati.

EASTWARD.

No. 2. Drawing Room Sleeping Car St. Louis to New York. Observation Sleeping Car Cincinnati to Washington. Dining Cars serve all meals. Cafe Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Parkersburg to Washington. Buffet-Observation Parlor and Sleeping Car Wheeling to Washington. Drawing Room Deer Park to Pittsburg every Monday morning. Dining Cars serve all meals.

No. 6. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals except breakfast at Cumberland.

No. 10. Sleeping Car Pittsburg to Baltimore. Drawing Room Sleeping Car Pittsburg to Deer Park every Friday night. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connelisville. Dining Car Cincinnati to Grafton.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Buffet Drawing Room Sleeping Car Chicago to Wheeling.

No. 46. Parlor Car Wheeling to Baltimore. Parlor Car Pittsburg to Cumberland.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

AKRON, OHIO, Union Station, C. D. HOSFORD, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Saratoga Streets, Y. M. C. A. Building, G. D. CRAWFORD, Ticket Agent, B. F. BOND, District Passenger Agent. Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, CHAS. COCKEY, Ticket Agent.
BELLAIRE, OHIO, J. F. SHERIDAN, Ticket Agent.
BOSTON, 390 Washington Street, J. P. TAGGART, New England Passenger Agent, E. E. BARREY, Ticket Agent.
BROOKLYN, N. Y., 33 Fulton Street, T. H. HENDRICKSON, Ticket Agent.
BUFFALO, N. Y., 200 Elliott Square, H. A. WELLS, Eastern Passenger Agent, B. & O. S.-W.
BUTLER, PA., Wm. TURNER, Ticket Agent.
CANTON, OHIO, S. S. C. MCGREW, Ticket Agent.
CHESTER, PA., A. M. D. MULLINIX, Passenger and Ticket Agent.
CHICAGO, 241 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent, H. W. MCKEWIN, City Ticket Agent. General Passenger Office, Merchants' Loan and Trust Building, C. G. LEMMON, Traveling Passenger Agent. Grand Central Station, Corner Harrison Street and 5th Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 221 Michigan Avenue, F. E. SCOTT, Ticket Agent.
CHILLICOTHE, OHIO, J. H. LARRABEE, Traveling Passenger Agent, B. & O. S.-W.
CINCINNATI, OHIO, B. & O. S.-W., 630 Walnut Street, Traction Bldg. J. B. SCOTT, District Passenger Agent, C. H. WISEMAN, City Ticket Agent; J. E. BECHANAN, Passenger Agent. Central Union Station, E. REISING, Station Passenger Agent. Wm. BROWN, Depot Ticket Agent.
CITY OF MEXICO, MEX., D. BANKHARDT, Agents General, B. & O. S.-W., Apartado 200.
CLEVELAND, OHIO, B. & O. S.-W., 630 Walnut Street, Traction Bldg. J. B. SCOTT, District Passenger Agent, G. W. SQUIGGINS, Traveling Passenger Agent, F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.
COLUMBUS, OHIO, No. 8 North High Street, D. S. WILDER, Division Passenger Agent, W. W. TAMAGE, Ticket Agent. Union Depot, E. PAGELS, Ticket Agent.
CONNELLSVILLE, PA., J. T. LANE, Traveling Passenger Agent; H. L. DOUGLAS, Ticket Agent.
COVINGTON, KY., Fourth and Scott Streets, G. M. ABBOTT, Ticket Agent.
DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.
DENVER, COLO., S. M. SHATTUCK, Traveling Passenger Agent, B. & O. S.-W.
HARPER'S FERRY, W. VA., C. E. DUDROW, Traveling Passenger Agent.
KANSAS CITY, MO., Box 264, A. C. GOODRICH, Traveling Passenger Agent, B. & O. S.-W.
LORAIN, OHIO, C. A. MELIN, Ticket Agent.
LOUISVILLE, KY., B. & O. S.-W., 4th and Main Sts., R. S. BROWN, District Passenger Agent, J. G. ELGIN, City Passenger Agent. EVAN PRUSSER, Traveling Passenger Agent, J. H. DORSEY, City Ticket Agent. 5th St. Station, A. J. CRONE, Ticket Agent.
MANSFIELD, OHIO, C. W. JONES, Ticket Agent.
MARIETTA, OHIO, G. M. PAYNE, Depot Ticket Agent, M. F. NOLL, City Ticket Agent, First National Bank Building.
MASSILLON, OHIO, E. P. EDGAR, Ticket Agent.
NEWARK, N. J., E. E. HENDRICKSON, Ticket Agent.
NEWARK, OHIO, F. P. COPPER, Traveling Passenger Agent, F. C. BARTHOLOMEW, Ticket Agent.
NEW CASTLE, PA., R. L. TRISER, Ticket Agent.
NEW YORK, 49 Broadway, LYMAN MCCARTY, Assistant General Passenger Agent; E. D. AINSLIE, Ticket Agent. 130 Broadway, H. B. FARROT, Ticket Agent. No. 6 Astor House, A. J. OSTERLA, Ticket Agent. 281 Broadway, THOS. COOK & SON, Ticket Agents. 106 Greenwich Street, FRANK ZOTTI, Ticket Agent. 25 Union Square, West, RAYMOND & WHITCOMB, Ticket Agents. 391 Grand Street, HYMAN WERNER, Ticket Agent. Stations, South Ferry, foot of Whitehall Street, and foot of Liberty Street, N. Y.
NORFOLK, VA., 10 Granby Street, Atlantic Hotel, ARTHUR G. LEWIS, Southern Passenger Agent, W. C. YOUNG, Ticket Agent.
OMAHA, NEB., 5045 First National Bank Building, J. C. BURCH, Traveling Passenger Agent.
PARKERSBURG, W. VA., C. W. ALLEN, Traveling Passenger Agent, C. T. PROCDFOOT, Ticket Agent.
PHILADELPHIA, 831 Chestnut Street, BERNARD ASHBY, District Passenger Agent; C. D. GLADNING, Ticket Agent. N. E. Cor. 15th and Chestnut Streets, C. E. WATERS, Ticket Agent. 105 Chestnut Street, RAYMOND & WHITCOMB, Ticket Agents. 352 Market Street, UNION TRANSFER CO., Ticket Agents. 69 South 3d Street and 116 North 2d Street, M. ROSENBAUM, Ticket Agent. Station, Cor. 24th and Chestnut Streets, W. W. BARREY, Ticket Agent.
PITTSBURG, 315 Park Building, E. D. SMITH, Assistant General Passenger Agent, GEO. A. ORR, Traveling Passenger Agent. Cor. 5th Avenue and Wood Street, E. D. STEINMAN, City Ticket Agent. 506 Smithfield Street, J. V. MCCORMICK, Ticket Agent. Station, Cor. Smithfield and Water Streets, S. J. HUTCHISON, Ticket Agent.
SANDUSKY, OHIO, T. B. TUCKER, Ticket Agent.
SAN FRANCISCO, CAL., Room 1, Hobart Building, PETER HARVEY, Pacific Coast Agent.
SPRINGFIELD, ILL., N. J. SEER, Division Passenger Agent, B. & O. S.-W.
ST. LOUIS, B. & O. S.-W., 6th and Olive Streets, F. D. GILDERLEEVE, Assistant General Passenger Agent; H. C. STEVENSON, City Passenger Agent; L. H. HORNING, City Ticket Agent, F. W. AMICK, Station Passenger Agent, L. G. PAUL, Traveling Passenger Agent.
ST. PAUL, MINN., R. C. HAASE, Traveling Passenger Agent.
TIFFIN, OHIO, A. J. BELL, Ticket Agent.
VINCENNES, IND., W. F. TOWNSEND, Division Passenger Agent, B. & O. S.-W.
WASHINGTON, D. C., 307 15th Street, N. W. Cor. New York Avenue, S. B. HEAL, District Passenger Agent, H. P. McBRILL, Ticket Agent. 619 Pennsylvania Avenue, H. R. HOWSER, Ticket Agent. Station, New Jersey Avenue and C Street, S. E. EASTBURN, Ticket Agent.
WHEELING, W. VA., B. & O. Station, T. C. BURKE, Traveling Passenger Agent, A. L. IRWIN, Station Ticket Agent. McClure Home, O. R. WOOD, City Ticket Agent.
WILMINGTON, DEL., Delaware Avenue Station, J. E. HITCH, Ticket Agent. Market Street, W. FULTON, Ticket Agent. H. A. MILLER, Traveling Passenger Agent.
WINCHESTER, VA., T. B. PATTON, Ticket Agent.
YOUNGSTOWN, OHIO, JAMES AIKEN, Ticket Agent.
ZANESVILLE, OHIO, JAS. H. LEE, Ticket Agent.
EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT CO., Limited, 23, 24 and 25 Billiter Street, London, E. C. 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at

TICKET OFFICES THROUGHOUT THE COUNTRY.

<p>C. W. BASSETT, General Passenger Agent, Baltimore & Ohio Lines East, Baltimore, Md.</p>	<p>B. N. AUSTIN, General Passenger Agent, Baltimore & Ohio Lines West, Chicago, Ill.</p>
<p>D. B. MARTIN, Manager Passenger Traffic, Baltimore & Ohio R. R., Baltimore, Md.</p>	

ROYAL BLUE TRAINS FROM NEW YORK

Baltimore & Ohio

ROYAL BLUE TRAINS

Leave **New York** For

Baltimore and Washington

**“EVERY OTHER HOUR
ON THE EVEN HOUR”**

8, 10, 12, 2, 4, 6

o'clock

DURING THE DAY

Another at 7.00 p. m. and one at 12.15 midnight

SPLENDIDLY EQUIPPED

**Modern Coaches, Pullman Parlor
and Sleeping Cars and Unexcelled
Baltimore & Ohio Dining Car Service**

The “Royal Limited” Leaves at “Four”

ROYAL BLUE SERVICE FROM WASHINGTON



"EVERY HOUR ON THE HOUR" TO BALTIMORE
"EVERY OTHER HOUR ON THE ODD HOUR" TO PHILADELPHIA & NEW YORK

"Don't Worry Over a Time Table"

ROYAL BLUE TRAINS

LEAVE WASHINGTON
FOR PHILADELPHIA
AND NEW YORK . . .

"Every Other Hour on the Odd Hour"

7, 9, 11, 1, 3, 5 o'clock

DURING THE DAY

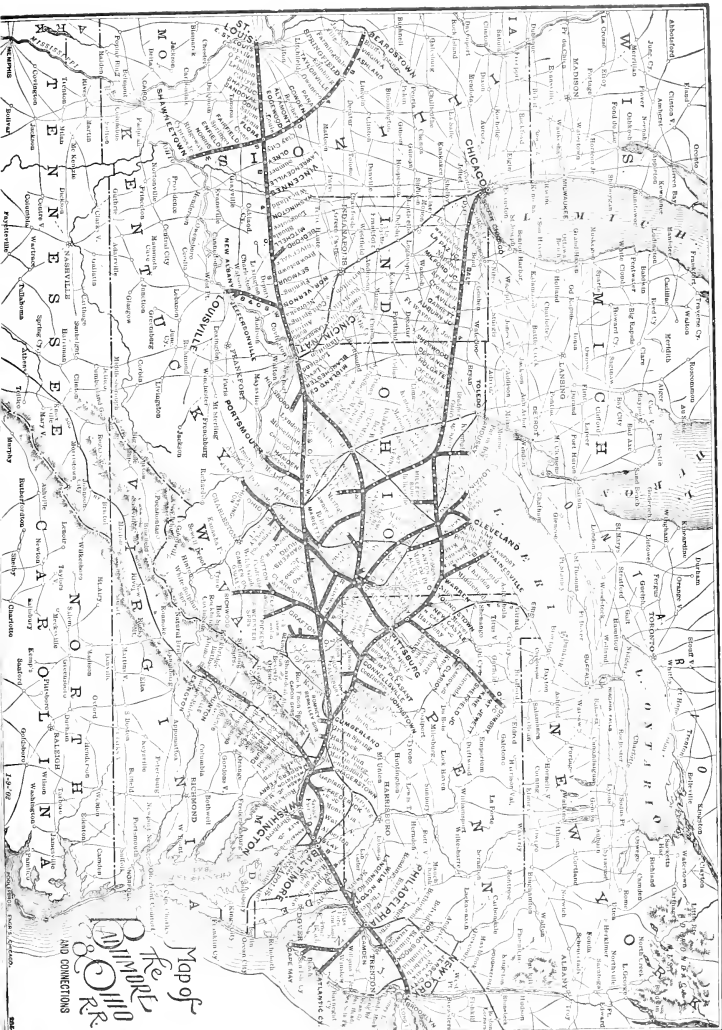
AND

LEAVE WASHINGTON
FOR BALTIMORE

"Every Hour on the Hour"

PULLMAN SERVICE ON ALL TRAINS

The "Royal Limited" Leaves at "Three"



Baltimore



Ohio

EAST AND WEST



CALENDAR - 1904



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
3	4	5	6	7	8	1	7	8	9	10	11	12	13	8	7	8	9	10	11	12	3	4	5	6	7	8	9
10	11	12	13	14	15	16	14	15	16	17	18	19	20	13	14	15	16	17	18	19	10	11	12	13	14	15	16
17	18	19	20	21	22	23	21	22	23	24	25	26	27	20	21	22	23	24	25	26	24	25	26	27	28	29	30
24	25	26	27	28	29	30	28	29	30	31				27	28	29	30	31									
31																											
MAY							JUNE							JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	5	6	7	8	9	10	11	3	4	5	6	7	8	9	7	8	9	10	11	12	13
8	9	10	11	12	13	14	12	13	14	15	16	17	18	10	11	12	13	14	15	16	14	15	16	17	18	19	20
15	16	17	18	19	20	21	19	20	21	22	23	24	25	17	18	19	20	21	22	23	21	22	23	24	25	26	27
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29	30	31					28	29	30	31				31													
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
4	5	6	7	8	9	10	2	3	4	5	6	7	8	6	7	8	9	10	11	12	4	5	6	7	8	9	10
11	12	13	14	15	16	17	9	10	11	12	13	14	15	13	14	15	16	17	18	19	11	12	13	14	15	16	17
18	19	20	21	22	23	24	16	17	18	19	20	21	22	20	21	22	23	24	25	26	18	19	20	21	22	23	24
25	26	27	28	29	30		23	24	25	26	27	28	29	27	28	29	30				25	26	27	28	29	30	31
							30	31																			

ROYAL BLUE TRAINS

D. H. MARTIN,
MANAGER PASSENGER TRAFFIC,
BALTIMORE, MD.

B. N. AUSTIN,
GEN'L. PASS. AGENT, CHICAGO.
C. W. BASSETT,
GEN'L. PASS. AGENT, BALTIMORE.

ROYAL BLUE



BALTIMORE
& OHIO R.R.

THE
"NATION'S
HIGHWAY"
EAST AND WEST
VIA
WASHINGTON
TO
ST. LOUIS
AND THE
WORLD'S FAIR.



Reduced Fares Authorized St. Louis World's Fair Baltimore & Ohio R. R.



NOW IN EFFECT.

SEASON EXCURSION TICKETS will be sold daily during the period of the Exposition, with final return limit of December 15, 1904.

SIXTY-DAY EXCURSION TICKETS will be sold daily during the period of the Exposition, with final return limit of sixty (60) days, but not later than December 15, 1904.

FIFTEEN-DAY EXCURSION TICKETS will be sold daily during the period of the Exposition, with final return limit of fifteen (15) days, including date of sale.

COACH EXCURSION TICKETS will be sold only for specified dates and trains. Tickets will be good in Day Coaches only on special or designated trains going, and on regular trains returning, limited for return passage leaving St. Louis not later than ten (10) days, including date of sale.

STOP-OVERS.

STOP-OVER not exceeding ten (10) days at each point will be allowed on Season, Sixty (60) day and Fifteen (15) day excursion tickets, in either or both directions within return limit, at Cincinnati, O., Mitchell, Ind. (for visitors to French Lick or West Baden Springs, Ind.), and at Chicago (on tickets reading via Chicago). Stop-over not exceeding ten (10) days at each point will also be allowed in either or both directions within return limit, at Deer Park, Mountain Lake Park and Oakland during months of August and September. To secure stop-over, passengers must notify conductor and deposit ticket with Depot Ticket Agent immediately upon arrival.

STOP-OVER not exceeding ten (10) days will be allowed at St. Louis on all one-way and round-trip tickets (except Colonist tickets to the Pacific Coast) reading to points beyond St. Louis, upon deposit of ticket with Validating Agent and payment of fee of \$1.00.

EXCURSION FARES.

FROM	Season Fare.	60-Day Fare.	15-Day Fare.	Coach Fare.
New York, N. Y.	\$34.00	\$28.35	\$23.25	\$18.00
Philadelphia, Pa.	34.00	28.35	23.25	17.00
Chester, Pa.	34.00	28.35	23.25	17.00
Wilmington, Del.	34.00	28.35	23.25	17.00
Newark, Del.	34.00	28.35	23.25	17.00
Baltimore, Md.	33.60	28.00	23.00	17.00
Washington, D. C.	33.60	28.00	23.00	17.00
Hagerstown, Md.	33.20	27.70	22.75	16.00
Frederick, Md.	33.60	28.00	23.00	16.00
Cumberland, Md.	30.40	25.35	21.00	15.00
Grafton, W. Va.	27.20	22.70	19.00	13.00

ROUTES.

The above fares apply via Cincinnati or via Chicago in both directions; or going via Cincinnati and returning via Chicago; or going via Chicago and returning via Cincinnati. Tickets will be accepted via Pittsburgh.

Corresponding Rates from other Points.

For additional information concerning routes, rates, time of trains, etc., call on ticket agents.

ROYAL BLUE SERVICE FROM WASHINGTON



"EVERY HOUR ON THE HOUR" TO BALTIMORE
"EVERY OTHER HOUR ON THE ODD HOUR" TO PHILADELPHIA & NEW YORK

ROYAL BLUE SERVICE WASHINGTON TO NEW YORK

ROYAL BLUE TRAINS

LEAVE WASHINGTON
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7, 9, 11, 1, 3, 5 o'clock

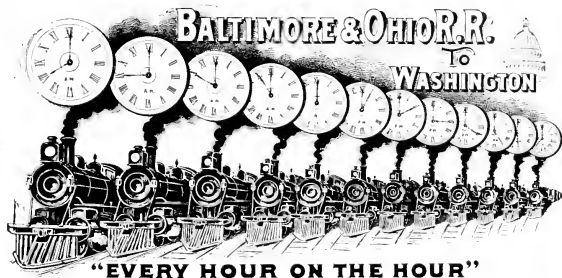
DURING THE DAY

SPLENDIDLY EQUIPPED

Modern Coaches, Pullman Parlor
and Sleeping Cars and Unexcelled
Baltimore & Ohio Dining Car Service

The "Royal Limited" Leaves at "Three"

TRAINS FROM BALTIMORE TO WASHINGTON



ROYAL BLUE SERVICE NEW YORK TO WASHINGTON

ROYAL BLUE TRAINS

LEAVE NEW YORK
FOR BALTIMORE
AND WASHINGTON

"Every Other Hour on the Even Hour"

8, 10, 12, 2, 4, 6 o'clock

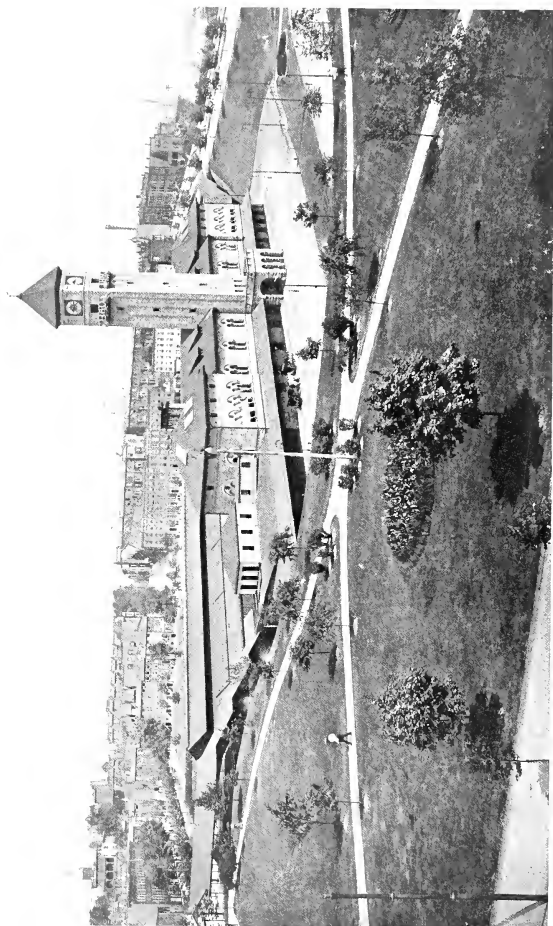
DURING THE DAY

Another at 7.00 p. m. and one at 12.15 midnight

SPLENDIDLY EQUIPPED

Modern Coaches, Pullman Parlor
and Sleeping Cars and Unexcelled
Baltimore & Ohio Dining Car Service

The "Royal Limited" Leaves at "Four"



A RAILWAY STATION WHICH IS AN ORNAMENT TO THE RESIDENTIAL SECTION OF A BIG CITY

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY.

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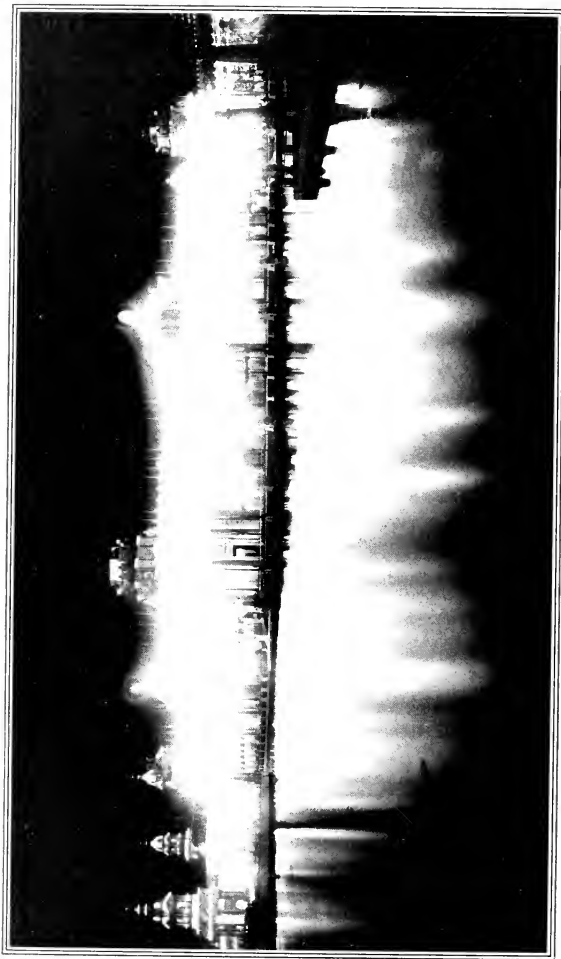
NO. 11.

THE PROBLEM SOLVED.

THE problem of a railroad station totally devoid of all annoyances to its surroundings, so designed and constructed to be an ornament to a residential section of a large city, had been for years a problem unsolved. Its solution became imperative when the Baltimore & Ohio Railroad located a station in the very heart of the home section of Baltimore. That the road was successful, peculiarly successful, is fully evidenced in the magnificent Mount Royal Station. It is strikingly illustrative of the possibilities of this class of public structures, showing that they can be made a positive addition and a valuable artistic acquisition, instead of a constant eyesore and a general nuisance to an entire community; for here there is no smoke, no dirt, no noise of banging cars, trains come and go silently, orderly, and one unfamiliar with the situation wonders at the lack of irritating odors, is surprised at the prevailing cleanliness and is lost in admiration with the beauty of the whole conception. To the people of a city there is nothing so attractive as well-kept lawns, the fresh green of the grass relieving the eyes and furnishing a perfect setting for any building. The value of this is clearly seen in the full city block occupied by this station and its surroundings. From these immense planes of simple green, the building derives much of its beauty, while they serve the double purpose of a park to the section in which they occur. The building, which is constructed from massive blocks of Port Deposit granite, is sunken far below the street level, and a tower rising 160 feet, ornamented at the top with four great clock dials, proclaims the character of the building and relieves the suggestion of its sunken appearance. The red-tiled roof warms up the entire color scheme and adds a touch of the Orient exceedingly attractive. All semblance of a hole in the ground is done away with by the lawns sloping gently down to the building level. By thus lowering the building below the street level, the station is robbed of all of its obtrusiveness and not-

withstanding its great size, readily harmonizes with the surrounding resident section. While all this visible handiwork of the architect and landscape gardener plays no small part in making the station a desirable neighbor, it is actually the tunnel which has done the most to solve the problem. It seems almost incredible that a tunnel (which means to the average citizen an incubator for all loathsome gases and a thing to be avoided at all costs) should prove to be the important factor in this great problem, but such is the case. The train shed of Mount Royal Station occupies the first opening in the tunnel after leaving Camden Station, this opening being but a few feet longer than the shed itself; trains are thus only in evidence while at the station and even then are visible but to those under the train shed or in the building itself. From the surrounding streets and homes they are totally obscured, and when leaving the station in either direction are immediately engulfed in the tunnel and pass silently into obscurity, emerging either at Camden Station to the southward, or to the northward beyond the home section. All these advantages would be set for naught were not the tunnel operated by electricity. Powerful electric engines convey all trains through its entire length and the tunnel in consequence remains marvelously free from smoke and noxious gases. Were not this the case the station would be simply an ornamental chimney top, begrimed by smoke and repudiated by the entire section of the city in which it stands and the problem would still remain unsolved. Briefly, the combination of immense lawns tastefully ornamented with flower beds and trees, the station in its center architecturally beautiful, and the trains arriving and departing through a tunnel free from smoke and gas nuisances, which at the same time obliterates all irritating noises incident to the movement of trains, forms a composite highly desirable.

Thus the problem has been solved by the Baltimore & Ohio Railroad in its Mount Royal Station in Baltimore.



PALACE OF ELECTRICITY NIGHT SCENE

*THE LOUISIANA PURCHASE EXPOSITION.

A NIGHT VIEW.

BY H. F. BALDWIN.

"If you would view fair Melrose aright,
Go visit it by the moon's pale light."

IF you would see the Louisiana Purchase Exposition at its best, visit it by the blaze of myriad electric lights, and all the fairy tales of childhood or the glittering visions of the Arabian Nights seem realized. The moon and stars in the blue sky above look pale and cold indeed, compared with this artificial illumination, which would dim the brightest sunshine. As the shades of evening gather, the crowd drifts to the Plaza of St. Louis and watch in hand, looks expectantly towards Art Hill. The shadows deepen, the outlines of the Festival Hall and Colonnade of States grow dim, there is a hush of expectation, above which the din of the Pike rises harsh and strident, an alien medley of sound from another world, when, presto! As by magic the whole central picture is outlined as by lines of white fire, while out of the heart of the picture tumbles and splashes the cascades in a flood of dazzling green. Upon the grand basin and the lagoons the shimmering scintillations from the light lines on the buildings are reflected on the placid water until each tiny wavelet seems to have embraced a star, and a heavenly vision is reflected from a Dream City. All about, the dazzling traceries of electricity spangle the Terrace of States, outline the vast exhibit palaces, bring to view monuments and spires, touches a high note of color in the garb of one of the moving, shifting crowd. Night is literally turned into day, and a day of such dazzling brightness as no man has ever seen before.

To get the full benefit of the picture, recourse should be had to one of the water vehicles, and you can take your choice between the swifter electric launch or the slower, but more romantic, gondola.

If you take the latter, you embark at the foot of the Plaza St. Louis. The queer high bow of the gondola rises high in front, while the gondolier, a picturesque son of Venice, stands forth like a dark silhouette against the brightness. The cascades and fountains rush and splash with a refreshing coolness that is particularly grateful to the tired, dusty, foot-sore, overworked sightseer, and the boat glides smoothly and noiselessly over the dancing, sparkling wavelets.

The band in the Plaza of St. Louis begins to play, the strident blare of the brazen instruments softened and mellowed by distance and the music of the waters, and the spell of the scene takes hold on you.

At every turn, every shift of position, the light lines and shadowy background of buildings, trees and sky, take on new beauties. In the open reaches the moving of the panorama shades from one picture into another one, but the boat glides under a dark bridge and comes out to a new picture more beautiful than the last, and the variety is infinite.

The boat slips along not under the shadow, but literally under the shine of the great Palace of Varied Industries, through the West Lagoon, circling the Palace of Electricity, which glows like one huge light imprisoned in a mighty pearl. So brilliant is it that one loses the sense of detail, for the whole building seems to radiate light. Your gondola floats near the bottom of the cascades, around through the East Lagoon, past the Palace of Mines and Metallurgy, which under this aspect, instead of housing the most solid and substantial of nature's products, looks as if it were the abode of a fairy prince, at whose court you were coming to pay homage. The electric launches skim past you, filled with gayly-dressed, laughing parties, every one is *en fête* and you think the climax of the evening has been reached, when your boat comes almost to a standstill in the semi-darkness under a bridge, and a clear tenor rings out, "*Non ti scordare di mi.*"

It is your picturesque gondolier, and he sings the pathetic appeal from Il Trovatore far better than many stage Manricos have rendered it. "Do not forget me!"

Ah, night in Venice! Night Arabesque! Many pictures will fade from memory's wall ere this most beautiful picture of all, the great Dream City, will vanish. The gentle movement, the lapping water, the gay crowd, the fairy palaces, and through it all the thread of the old song, in the liquid Italian tongue, whose wistful cadences have brought tears to so many eyes. Years hence we will see the picture and hear the music, after the Dream City has vanished and the boatman has long since drifted back to sunny Italy.



AT THE NORTH END OF THE GRAND BASIN -BORGLUM'S FRONTIER STATUARY

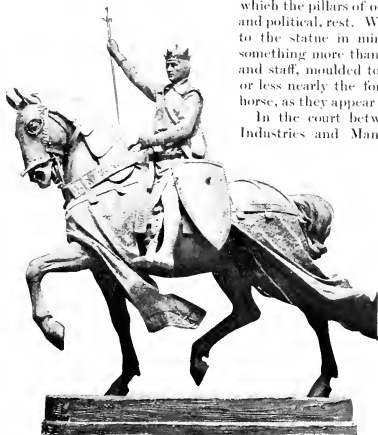
SCULPTURE OF THE LOUISIANA PURCHASE EXPOSITION.

EMERSON says: "For poetry was all written before time was, and whenever we are so finely organized that we can penetrate into that region where the air is music, we hear those primal warblings and attempt to write them down, but we lose ever and anon a word or verse and substitute something of our own, and thus mis-write the poem. The men of more delicate ear write down these cadences more faithfully, and these transcripts, though imperfect, become the songs of nations. For nature is as truly beautiful as it is good, or as it is reason-

The allegorical groups are used for adornment around structures having a more ideal mission, as the Festival Hall, Fine Arts, and especially around the purely ornamental cascades.

The heroic equestrian statue of St. Louis, patron saint of the city which bears his name, is intentionally made the first and chief of the monumental historical statues. Going as far back as history and legend can take us, we come to this King of France, this Crusader, during whose reign and during the Crusades were reared those bulwarks of religion and social order upon which the pillars of our present, social and political, rest. With this key-note to the statue in mind, it will mean something more than so much plaster and staff, moulded to represent more or less nearly the forms of man and horse, as they appear to us in this day.

In the court between the Varied Industries and Manufactures Build-



APOTHEOSIS OF ST. LOUIS.

able, and must as such appear as it must be done or must be made."

Among the millions who will visit the Fair, those among them who have a drop of the spirit of Emerson's thought quoted above, will see in the sculpture not the mere reproduction of forms from life, but would see the logic and sequence of the historical and allegorical character of the various statues and groups which adorn the buildings and grounds.

The historical subjects in the form of portrait statues and the like are grouped in connection with the buildings devoted to the more material side of the Exposition.

ings and in front of the entrance to the Manufactures Building is a statue of Louis Joliet, on the opposite side an equestrian statue of Ferdinand De Soto. These were selected as representatives of the two nations who were connected with the history of the region of which the Louisiana Purchase forms a part.

Following this idea farther, at the base of the hill crowned by the Festival Hall and Art Building, are two equestrian statues of the "Cherokee Chief" and the "Sioux Chief," representatives of the people from which this region was wrung, the American Indians.

Continuing the story of the Indian's disappearance, there is a heroic group at the eastern end of the main transverse avenue, and at the other end of this avenue are two compositions, allegories of the seemingly endless prairies and the mountain stretches which border them.

In leaving the past, importance has been given to many of the adventurers and pioneers who cleared the way for the civilization which was to follow them, in portrait statues of *Sieur La Salle*, *Panfilo Narvaez*, *Pere Marquette*, *George Rogers Clark*, *Bienville*, *Monroe Franklin*, and many others.

Upon four pedestals intersecting the

of the central cascade contains three figures, typifying *Liberty*, *Justice* and *Truth*, while numerous other groups follow, referring to the human qualities which spring from and are fostered by *Liberty*.

The subjects for the side cascades, "*The Atlantic*" and "*The Pacific Ocean*" were selected with the intention of symbolizing the fact that with the acquisition of the Louisiana region, the sway of liberty, truth and justice, illustrated in the center cascade, was extended from the Atlantic to the Pacific Ocean. For the turbulent waters of the Atlantic the powerful figure of a man, with an eagle by his side, was



FERDINAND DE SOTO, DISCOVERER OF THE MISSISSIPPI

airways to the boat landings are four groups treating of the Indian, the cowboy and his broncho, and the buffalo.

As a composite of the historical and allegorical sculpture, we have the immense Louisiana Purchase Monument, which rises to a height of about 100 feet, and is crowned by a figure of Peace standing on the globe. Its principal sculptural feature consists of a group "*Signing the Purchase Treaty*," in which are shown portraits of the signers, *Robert R. Livingston*, *James Monroe* and *Marbois*.

Of the purely allegorical groups, the Festival Hall and Cascade are adorned with them. The enormous group at the head

chosen, while the figure of a woman in graceful pose was selected for the Pacific.

The Festival Hall itself has considerable sculptural adornment, the large group over the large entrance gate representing "*Apollo and the Muses*," flanked on either side by groups of "*The Dance*" and "*Musie*." The colossal figures representing the fourteen original states carved from the Louisiana Purchase, in the Colonnade of States, have been pictured and described until every one is familiar with them.

From this short sketch, it will be seen that every figure has a meaning, if we seek it, and that there may be "*Sermons in Staff*" as well as in stones.



'WAS A BROOK I KNEWED IN BOYHOOD.'

AUGUST BY THE BROOK.

BY STRICKLAND W. GILLMAN.

Was a brook I knowed in boyhood—hate t' say how
long ago,
Down beside th' little wood-lot was th' place it ust t'
flow,
Long, long journey from th' spring-house through
th' tansy an' th' thyme,
Through th' jimpson, fennel, burdocks—when sich
weeds was in their prime,
Through th' bunch o' oaks an' maples, 'crossed th'
fence, an' there you'd be
Where th' lazy days o' August ust t' bring sich
dreams t' me.

'Monst' th' timothy an' red top on its banks I ust t'
lay
Dremmin' by that dumplin' ocean, in a boy's own
crazy way;
Big gray rock—it was my castle built o' granite, an'
it hid
Scores an' scores o' busy servants all a-doin' as I
bid;
I had carriages an' horses, dogs an' gins you couldn't
count;
They was grub an' drink down cellar in a fabulous
amount.

Rushes—they was bamboo jungles where a tiger terrorized—
All th' servants, till their master—who they fairly idolized—
Took his biggest gun an' shot it, scarcely lookin' all th' while,
Thushin' up his servants' praises with a "tut tut" an' a smile;
Was a lady, too, her beauty made her wonderful t' see;
She was mean t' kings an' princes, but she made right up t' me!

L'ENVOI.

T'other day I found a puddle by th' fence, below a
lot
Where some timber an' a spring house huddled near
a weed-grown spot,
Little grayish, nose-like boulder stickin' up beside
th' pool
With a bunch o' rushes 'round it. I'm a hard 'un, as
a rule,
But th' sight o' that ol' dream-world where I'd lived
in days gone by
Made me turn away with somethin' hot an' salty in
my eye.

" Things has shrunk, I said, an' hurried from that
mem'ry-haunted place.
" Things that once filled earth an' heaven now re-
quires a smaller space;
In th' life through which I've rustled since them
days beside th' stream
Other things has lost their haloes an' th' glamour of
my dream,
An' th' castles, servants, tigers an' th' princesses I've
met
Well, 'twould be a heap sight nicer, just a dreamin'
ol' 'em yet.

ALONG PATHS OF PIONEERS.

THE OLD NATIONAL ROAD AND B. & O. RAILROAD.

Route of Immigrants from East to wilds of West before days of Railroads. Then came the Steam Engine and Baltimore & Ohio Route to West, which gave an Impetus to Western Immigration - Progress Hastened by two events at Harper's Ferry. The "Nation's Highway."

BY J. A. BRATTAN IN BALTIMORE AMERICAN.

THE Eastern tourist to the World's Fair over the Baltimore & Ohio Railroad will travel amid scenes where history was made, and along the route of the pioneers to the West long before the days of railroads, for the old National wagon road was but the predecessor of the Baltimore & Ohio steam route. Indeed, the wagon route demonstrated to those Baltimore pioneers of another generation the absolute necessity of a steam route to the West in order that Baltimore might open up travel and trade with the West. It was the steam road, and the possibilities of wealth which it opened, that attracted to Baltimore from their New England homes, Peabody, Pratt and a host of others who have done so much to build up the metropolis of Maryland.

When a Marylander is whirled over the B. & O. through the fertile lands of Ohio, Indiana and Illinois, and when he views the cities and thriving towns and when he contemplates the broad fields of waving wheat, he little realizes how great a part his state played in the opening of those Western states to settlement. It was Maryland's representatives in the constitutional convention who stood out against an acceptance of the document framed by that body until the vast unknown and unexplored Northwest, then a part of Virginia, had become a part of the National government, to be allotted to settlers, to those who had borne the brunt of the Revolutionary War and who had not received compensation. All the lands were not thus allotted. Thousands upon thousands of acres were sold. To me it has always remained a mystery why Maryland has made no concerted and determined effort to secure from the National government her share of the proceeds of the sales of these lands, amounting to over \$10,000,000.

ALONG BRADDOCK'S ROUTE.

Almost within sight of the Baltimore & Ohio traveler from Harper's Ferry to Cum-

berland is the old trail which Braddock and his army followed on their ill-fated march to Fort Du Quesne, now the site of Pittsburg, where they met the allied Indians and were almost exterminated.

At Broadway and Walnut streets, in St. Louis, the cobblestones of civilization are the tombstones over the grave of the great Indian chief Pontiac, who waged merciless war against the British and who led the tribes in their attack at Braddock's defeat. In the Southern Hotel, where the Maryland commissioners to the World's Fair stopped, the visitor will view a modern structure which stands on the site of the stockade, the headquarters in 1769 of St. Ange, the French Colonial governor of Louisiana at that period. A tablet in the corridor of the hotel marks the burial-place of Pontiac, chief of the Illinois. James Fenimore Cooper in his tales of the "Prairie" and the "Pathfinder" describes this great Indian nation.

It was at Braddock's defeat that the military genius of General Washington, which wrested an empire from England, was first developed. It was in the wars against the Indians and the French that the colonists became acquainted with each other, and in those wars were formed the friendships which paved the way to the Revolution and to the organization of the armies which won independence for the colonies.

OLD NATIONAL ROAD.

In its route to the West the old National road wound through valleys and over hills and mountains. The Baltimore & Ohio Railroad followed the Valley of the Potomac to escape the expensive grading which any other route would have entailed.

I wish that I had had time to come to St. Louis over that old National road, of which the Frederick pike, beginning at Baltimore, is a part. It was along this road that the early immigrants slowly sought their way to the Western wilds and prairies. It was along its dusty path that Revolutionary patriots and soldiers, with their

families and household effects in wagons, wearily plodded their way to their new homes in the far-away forests. It was along that road that the Western products were hauled to Eastern markets. It was along that road that "Appleseed Johnnie," one of the queer characters of early Ohio, plodded with his bag of applesed which he gave to early settlers. Yearly he made the journey to "the States," returning with a bag of seed, which he distributed among the farmers without any other charge than a "bite to eat" and a night's lodging. Those seed were the foundation of the hun-

Baltimore, as that city, by connection by the old Frederick pike, to a great extent, was its eastern terminus. The old road was one of the most important steps in the evolution of modern trade and travel. At a time when the great tide of emigration was pouring into the Mississippi Valley it was, more than any other institution, the means of hastening the development of the great West. This grand old highway was instrumental in turning the course of emigration from the South to the West. Over it were carried an almost endless population and millions of actual wealth, and the

THREE LINES FOR WHEELING.

GREAT U. S. MAIL LINE,
FOR WHEELING, PITTSBURG, AND CINCINNATI,

Six passengers only—Through to Wheeling

IN FORTY-EIGHT HOURS,

The ONLY LINE at that speed,

Leaves Baltimore Daily at 7 o'clock, A. M.

SECOND U. S. MAIL LINE,
Leaves Baltimore Daily, at 3½ o'clock, P. M.

On the arrival of the Mail Cars from

NEW YORK & PHILADELPHIA.
Through to Wheeling in 52 Hours.

NEW EXPEDITION LINE,
Leaves Baltimore Daily at 7 o'clock A. M.

Through to Wheeling in 52 Hours.

All the above lines by Rail Road to Frederick.

FOR SEATS APPLY AT THE

General Stage Office, Pratt-st.

Adjoining the Philadelphia Rail Road Office.

STOCKTON & FALLS.

See REGULATIONS on back.—LQ

REGULATIONS.

For the greater comfort and convenience of passengers the subscribers have made the following regulations.

In the FIRST MAIL line but Six Persons (beside driver) shall be admitted in or on it, and not then except at an Office or Relay House, and after paying the fare and being entered on the Way Bill by an authorized agent. Never more than three minutes are allowed to change horses or a way mail.

In the SECOND MAIL & EXPEDITION lines, the usual complement of passengers will be taken, but the practice (so annoying to travellers) of frequently stopping to take up and set down persons gratuitously and without the knowledge of proprietors or agents is prohibited. Fare can only be paid and entries made on bill at an office or Relay house. Time allowed for changing horses, three minutes in day time, and not over six minutes at night.

One of the proprietors (or a stationed agent) will at all times be found at the following places, viz: Baltimore, Frederick, Hagerstown, Cumberland, Uniontown, Washington and Wheeling. All abuses or irregularities shall be promptly corrected,—and passengers are respectfully requested, should they discover any, to give notice at one of the Offices.

April, 1842

STOCKTON & FALLS.

FAC-SIMILE OF TIME CARD OF STAGE COACH LINE OVER THE OLD NATIONAL ROAD BETWEEN BALTIMORE AND WHEELING IN 1842.

dreds of apple orchards upon which the traveler gazes while coming to St. Louis.

It yet remains for a romance writer to travel along that old National road, to tell of its wayside inns, with tragedies and comedies, and words of wisdom uttered by statesmen of early days—Clay, Jackson, Webster and others—who made these inns their abiding places for the night.

GAVE WAY TO LOCOMOTIVE.

The time came when the old National road had to give way to the locomotive, and its former glory departed. It played an important part in the early development of

Middle West was by its clasp linked to the new and boundless acres of the North.

It was the first and only highway that was built by funds from the national treasury. The question of internal land and water communication was in the minds of our fathers even before the Revolution. George Washington was one of those most interested in the matter, and as early as 1770 he visited the West, examining the lay of the land and the trend of the streams. There was then an Indian trail leading through the Southern Ohio section over which he was guided by a noted Indian, Nemacolin; and still later he cut a road

through the same forest. This was called the "Braddock road," and was displaced at length by the National highway, which threaded its path over the same route.

AN EARLY QUESTION.

The question of the construction of the highway came up at the first session of the Continental Congress. It was then decided upon and operations at once planned. When Ohio was admitted as a state, in 1802, Congress set aside 5 per cent of all moneys received from the sale of public lands within the state to be used in the construction of a road from the navigable waters of the Atlantic to the Ohio River, and this was a nucleus of the great highway. Early in 1806 Congress passed a bill authorizing the appointment of commissioners to lay out a road over the mountains, and President Jefferson appointed Thomas Moore and Eli Williams, of Maryland, and Joseph Kerr, of Ohio. These men did noble work, and by the close of the year had laid out definite plans. The road was located on exactly the route they first selected. It ran from Cumberland to Wheeling, a distance of 130 miles, and thence extended through Ohio and Indiana, and finally was lost among the prairies of primitive Illinois. It was constructed under direction of the War Department, the work let in sections to contractors, with Brigadier General Gratiot in charge of it. The road was cut through the forest four rods wide, graded and piked with stones, which covered the roadbed from twelve to eighteen inches. Its original cost was more than one million dollars, which was then thought a vast sum to be spent on public improvements.

CONNECTING LINK.

As soon as it was opened it became the great link between East and West, and conquered the mountain barrier between the states. It continued under the care of the National government for many years, but finally it was put into good repair and turned over to the several states through which it passed. Then they built tollhouses and tollgates along the route, and many anecdotes are told about these old-time conveniences. Every kind of cattle or beast was taxed, all sorts of vehicles and freight. Persons going to church, or to the mill, or to election were exempt from toll, as well

as those going to school, to funerals, or from one part of the farm to another.

What the overland mail route became to the West in later days, the old National road was in the first of the century to the Mississippi Valley. Freight and passengers were conveyed in Conestoga wagons with great white canvas tops, and immense, slow-moving wheels. They were usually drawn by six stout horses, and could carry a heavy load. The drivers of these teams were called "turnpikers," or "pike boys," and a hardy, good-natured class they were. The wagon beds were long and deep, and painted in gay colors, while bells were fastened to many of the teams, and the tinkling could be heard long before they came in sight.

Stage coaches were also a favorite means of conveyance. These were run in teams, and the business was kept in a close corporation. They had no springs, and but one door, but as time passed there were some improvements in their makeup. The fare between Cumberland and Wheeling was 85 or 86, and two days were required to make the trip.

SUCCEEDED BY R. & O.

The Baltimore & Ohio Railroad, appropriately called the "Nation's Highway," was the successor of the old National road, and over its rails thousands upon thousands came to seek new homes in the West. It was over that road that armies from the West were hastened to the theater of war in Northern Virginia—thousands never to return. It was guarded zealously by the Federal government during the war period. Pickets were stationed only a few yards apart, at different times as far west as Cumberland, to guard against the ruthless Confederate destroyer seeking to close the main avenue of communication and travel between the West and the East.

In the huge Transportation Building on the World's Fair grounds are original locomotives used by the Baltimore & Ohio in the pioneer days of railroading in the United States. It is one of the most interesting and instructive exhibits in the World's Fair grounds.

HISTORY HASTENED.

At Harper's Ferry, on the Baltimore & Ohio, occurred two events which, more than two similar events in modern times,

hastened history. They were John Brown's raid, which brought the threatened war between the states to a climax, and the invention of the steamboat by James Rumsey. This invention, which history proves preceded those of Fulton and of John Fitch, near Doylestown, Pa., was the first practical application of steam as a motive power, and therefore the beginning of the great changes in civilization and commerce which followed. Rumsey's home was at Shepherdstown, W. Va., though his experiments were conducted largely at Harper's Ferry, and it was at Harper's Ferry that Thomas Jefferson crossed the Potomac River on Rumsey's boat, and there foresaw the great possibilities of steam navigation. Rumsey was a Marylander. The Bohemian Manor was his birthplace. He served through the Revolutionary War as a captain. The first successful trip was made by his boat on December 3, 1787, a year before Fitch's crude effort proved successful on a Pennsylvania millpond.

When Rumsey's invention seemed an assured success he went to Philadelphia and then to London to seek financial aid. In London he met Robert Fulton, an American, who became aware of his plans,

and when the original inventor died, with failure stamped upon the ambition of his life, it remained for Fulton to take up Rumsey's life work and to push it to a successful end.

All the way from Baltimore to St. Louis over the Baltimore & Ohio is a panorama of historical interest, beginning with Baltimore itself, the starting point of Western immigration. Next is Washington, the nation's capital, and no sooner is it out of sight than the traveler sees the Chesapeake and Ohio Canal, which General Washington thought would supply the transportation since supplied by the steam roads. Then comes Williamsport, the home of Otho Holland Williams. Cumberland was the center of important movements during the Civil War, and it was here that the late President McKinley saw active service while wearing the blue.

And all along the route every farm house, every factory, every hill, every town has its history, written and unwritten, and in years to come the historian who follows the old National road and the route of the Baltimore & Ohio and writes of the stirring events which have remained hidden for a century, will write an important and thrilling part of the nation's history.



"THE LAST OF PLEASANT HILL AND GENEROSITY."

A WASHINGTON ROMANCE.

BY R. M. CHESMORE.

WHEN the Piscataways, Anacostians, Manahoacs and Powhatans were first disturbed in the peaceful possession of their lands by the Scotch and Irish emigrants as far back as 1663, there is strong evidence to show that the red men did not have a more favorite "hunting ground" than in the vicinity of Rock Creek Cemetery and the Soldiers' Home at Washington, D. C. These Indians left no mounds, no pottery, no carvings, no curiously worked jewelry, by which to trace and locate their towns or settlements. Ethnologists do not say that either of the tribes were gifted in these arts—for they

boards cover heart-pine logs, hewn with some kind of edged tool from trees of the native forest. In a few places the weatherboarding has been ripped off, exposing the logs, which are in almost a perfect state of preservation, although placed there more than two centuries ago; the house being known as "Lanham's Tavern" when John Bradford bought and gave the 100 acres adjoining for St. Paul's Parish and Rock Creek Cemetery. The house then, as now, was immediately on the public road leading to Baltimore by way of Bladensburg, though the road was not traveled as much as was the pike or stage road which entered



FRONT VIEW OF LANHAM'S TAVERN.

are classed as arts by the Bureau of Ethnology. These Indians did, however, find time from their sun and corn dances on the Pow-tow-mack—"the river of the meeting of the tribes"—to build houses of logs in which to live, and did not dwell altogether in caves and wigwams as did many of the other Indians.

Almost immediately opposite "Eagle Gate" of Soldiers' Home there stands today a small house—unoccupied for more than half a century—a portion of which is the handiwork of one of the tribes which once roamed unmolested the lands upon which the National Capital is built. To the passer-by the little house appears simply as an old weather-boarded building, but an examination will reveal the fact that the

Washington at what is now Fifteenth Street Northeast.

In those days "Royal Blue trains" were not dreamed of, and travelers to Baltimore and Philadelphia were only too glad to reach taverns where they could get solid and liquid refreshments or pass the night in a comfortable bed. Just how sleeping accommodations were provided at "Lanham's Tavern" it is difficult to imagine, for the structure contains only two rooms and a small low hip attic which will not permit an average man to stand erect. Years ago a kitchen built of logs stood in rear of the tavern, but this has been torn down, and it is said that the keeper and his family occupied the kitchen as a sleeping room and the guests were given the main room



REAR VIEW OF LANHAM'S TAVERN

and the attic while the smaller room was used as a sitting room and for dispensing New England rum, Irish liquor, greasy and seductive peach brandy, apple jack and domestic wines, these fluids being kept in heavy pot-bellied glass decanters displayed conveniently and temptingly near on a side-board. It is said that even the immortal George Washington—and it is generally conceded that he took an occasional nip—more than once stopped at the tavern to wet his whistle. And Washington's enemy, David Burnes, not infrequently turned from the drink fountains at Bellhaven and Georgetown and sought the quiet roadside tavern near Rock Creek Cemetery.

President Roosevelt has visited Mrs. Dickey's and came away praising that lady's fried chicken and big fat biscuits, but Thomas Jefferson, James Monroe, Andrew Jackson, Henry Clay and other great men enjoyed chicken, wild duck, turkey, quail, terrapin, oysters, fish, "bar meat" and possum—to say nothing of the palate-pleasing drinkables—at the little tavern, the little road house, as such places are now called. Next to the pike the "Georgetown and Bladensburg road" was the best kept highway or road in this section of the country, and there being few vehicles in those days, pleasure trips were generally made horseback, and it was the custom of the keeper of the tavern to see that horses of his guests and patrons were not left tied to the horse-rack or saplings, but that they were properly stalled and fed, there being negro boys kept around the

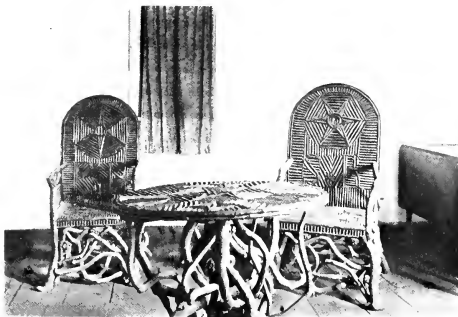
place for that purpose, to polish boots, and bring fresh water from the spring located on the grounds now occupied by the Soldiers' Home and from which splendid spring is supplied the water for the House and Senate.

In 1803 Asa Lanham sold this property to John Free, it having been in the former's family for more than a century, perhaps ever since it was granted under patent from the English sovereigns. From John Free it passed into the hands of his heirs, who sold it to Samuel Redfern in 1842, and the heirs of that gentleman still own it, although repeatedly offered almost fabulous sums for it by different parties. At the same time Mr. Redfern bought this place, "Banker" Riggs bought the house and land now embraced in the Soldiers' Home and known as the "President Lincoln summer home house," and Mr. George W. Corcoran purchased the Harewood Tract, a portion of which is also now the property of the Home. After this Mr. Riggs secured three other tracts and then sold the four to the Government as a site for the Soldiers' Home. Mr. Redfern was one of the largest land-owners in the District, and at one time what is now Thomas Circle was one of his farms. Why he bought the little house and the few acres of ground has always been regarded as something of a mystery, for up to the time of establishing the Home in that vicinity property was not rated as very valuable there.

But for more than half a century—ever since Mr. Redfern bought it—the little

house has been known as "the house of mystery," "the haunted house," "the last of Pleasant Hill and Generosity," the latter being the names given the original tracts in that locality. Far back to the rear of the historical little house there was built a comfortable two-story dwelling and in this tenants or caretakers have lived, the little house being left undisturbed and untenanted, though it is in thoroughly good condition. Of course every old house has its ghosts and hobgoblins, and this one is no exception. An excellent old lady, a Mrs. King, whose son was the caretaker, spent a large portion of her time in the little house during the day, and when the good soul was called to rest there was imme-

Indian, the tavern, the home of the Frees, stands just off the road almost shut from view by the hedge fence and the English boxwood. Its doors are locked, windows nailed fast, and even the big gate which opens to the driveway leading to the house of the caretaker is kept locked, while immense Danes keep constant watch to prevent trespassing. Within the house there is furniture which has been there for a decade—more than a half century—an ancient cupboard, a skeleton washstand, six wooden chairs of the vintage of 1600, two beautifully made rustic chairs of some hard wood, a round center table of the same workmanship, three stoves of the first make and a few other articles. How many more



RUSTIC FURNITURE WHICH HAS BEEN IN UNOCCUPIED HOUSE
FOR MORE THAN HALF A CENTURY

diately put in circulation the story that her spirit could be seen at any hour of the night walking in the house. Every school child in that vicinity will declare that he or she has seen the ghost of "Grandma King," either through the windows or walking around in the yard among the hedges of English boxwood. Hundreds of negroes who live in and around that section positively assert that they have seen headless ghosts walking around the house at night, and for two nights some of them really did see what looked like a large head with flaming eyes and glaring teeth peering from one of the small windows. This was a made-for-the-occasion ghost and it had its effect—no more chickens were missing from the stable-yard.

To-day the former log cabin of the

years these will remain undisturbed can not be told, for the heirs are satisfied to let the house and its contents remain unmolested.

"Few people seem to know or care anything about the little old house," said the caretaker, "and we are not bothered with visitors and sight-seers. It requires orders from the owners to admit anyone. I am instructed to look after the place carefully. The house will stand for ages, for the logs are sound—protected by weatherboarding—the roof is of the best shingles, the floor is 'puncheon' or hand-hewn logs or planks, the nails are home-made, and that house will be here a hundred years from now if not burned or torn down. Yes, sir, there are all kinds of ghosts around this place, and so long as I raise chickens I want everybody to know it."

SCENES AND FEELING IN WASHINGTON DURING THE CIVIL WAR.

BY THOMAS CALVERT.

WHOEVER has lived in a city or town that was an objective point of the enemy, during a period of active operations of war, can form a minimized conception of the scenes and the feeling prevailing in the capital city of Washington during the great Civil War which threatened to disrupt the nation proudly claiming to be the United States of America, and reduce its beautiful flag from its high position as the banner of a country covering the broad and productive temperate zone of a continent to that of the ensign of a limited partnership of petty states, which might be dissolved at the option of any one of its dissatisfied constituent members.

Such a person would also appreciate the beauty, truth and power of Byron's picture of scenes in the Capital city of Brussels at the time of the battle of Waterloo, when, in ignorance of the proximity of the enemy, "her beauty and her chivalry" were gathered in festive halls and

"Bright eyes spake love to eyes which spake again,

And all went merry as a marriage bell,"

until

"A deep sound strikes like a rising knell."

"Ah, then and there were hurrying to and fro
And gathering tears and tremblings of distress,
And cheeks all pale that but an hour ago
Blushed at the praise of their own loveliness,
And there were sudden partings such as press
The life from out young hearts and choking
sighs

Which ne'er might be repeated; who could
guess

If ever more should meet those mutual eyes,
Since upon night so sweet such awful morn
could rise."

It is unnecessary to quote the following lines of the immortal poet, telling of the "mounting in hot haste," the "popping forward with impetuous speed," the "swiftly forming in the ranks of war," and the whole drama, as they are doubtless familiar to all who read this paper, and the words that have been quoted are merely used to recall to the memory the artistic portrayal of scenes which were typical of those of frequent occurrence in Washington from 1861 to 1865.

But far more harrowing and distressing than those shown in Byron's etching were scenes which marked the peculiarity of social, fraternal and even domestic conditions in our Capital city during the Civil War. In Brussels, at the time of the battle of Waterloo, it is presumed that there were none of the enemy, nor those who were enemies at heart but not outspoken, to open the gates to the foe and show the weak points of the defense, but that the whole people were united in a sincere and hearty brotherhood and sisterhood, whose every effort was bent to resist a feared and detested foe.

In Washington, however, not only anterior to and at the beginning of the domestic strife, old friends of a lifetime, blood relations, brothers and sisters, parents and children, sweethearts and lovers and even man and wife were frequently divided in their allegiance, at heart, to the cause of the Union or the cause of disunion, and often in active measures for the success of one or the other of the belligerents. Such divided allegiance could not fail to often result in scenes of the greatest distress, and in poignant sorrow and dread extending throughout the conflict. The success of one or the other of the combatants in a great battle, although it might bring its cheer and exultation to those who had espoused or who sympathized with the cause of the victor, would often necessarily bring sorrow for dear friends and relatives in the ranks of the vanquished and dread that later details would show the death or wounding of some brave boys very dear at heart.

In some of our northern cities, just prior to and at the breaking out of the war, scenes were enacted in connection with the southward flight of natives of the sunny South who had espoused the cause of secession, which, to the overwhelming Union majority, confident in its strength and resources, seemed more comical than tragic, as for instance, the departure for their homes of southern students in the medical colleges in Philadelphia, which was humorously termed by the newspapers "The Sawbones' Exodus," and many were the

jokes perpetrated by the scribes at the expense of the embryo doctors; or, rather, not at their expense, as they were, by the time the newspapers were published, safely out of their reach, where no shafts of wit could penetrate their mental serenity and draw coins from their pockets wherewith to purchase the scintillant sheets in satisfaction of their curiosity. Such an hegira in the North meant no loss of leading men and minds and no defection of power from support of the Union cause to that of the enemy, but seemed rather as the blowing away of chaff by the rising storm of popular indignation.

In Washington, however, the southward immigration which marked the approach of the coming conflict had no comic side to the lover of the Union and the star-spangled banner of our immortal fathers, who established this nation and adopted that flag as the emblem of their fond hope that the government of this country might be as bright, unsullied and perpetual as the stars and its freedom never narrowed, as indicated by the parallel lines of its stripes of red and white, which can never approach each other nor curtail the space between them. Such migration from this city, to join the forces of those who would wreck the nation of Washington's building and lower the flag of his selection, included men of great power in the national executive and councils, members of the President's cabinet, members of the Senate and House of Representatives, chiefs of bureaus, officers of the army and navy and trusted employes of the civil service, as well as business men of high financial and social standing, the defection of whom might well create the deepest dismay and consternation in the heart of the devoted friend of his country.

To the northern unionist coming to Washington in the early days of 1861, prior to the inauguration of Abraham Lincoln as the national President, the scenes and feeling here were fraught with the greatest discouragement, uncertainty and gloom. The unfinished Capitol, with only a few timbers to mark the spot where its dome might, perhaps, be sometime placed; the rude wooden steps usurping the place of blocks of granite and marble lying about, waiting for the places of honor to which they had been elected; the incomplete corridors and colonnades and prostrate columns, pilasters and cornices, all seemed to indicate an incomplete and unstable condition of a gov-

ernment which might never again be firmly established.

Leaving the exterior of the house of the national Congress for the halls of its meetings, the diminished strength of both Senate and House, the increasing desertion of southern members, the gloom and protesting oratory of northern members and flippant or challenging replies of southern sympathizers, would make his heart sink lower and lower. Hastening for rest and comfort to his hotel or boarding house, the unbuked expression of secession sentiments there, the expressed doubts of the bravery of the men of the North and the realization that the home of the government contained swarms of its enemies, with but little apparent effort being made to protect the national halls, treasury and archives, would throw him into a fever of doubt, indignation and sense of his own unimportance here that would be very likely to send him back quickly to his loyal home, to there use his utmost endeavors to assist in preparing for a conflict that was surely coming.

Yet, although but feeble efforts were apparent on the part of the national government, looking to its own protection, the loyal militia of the District of Columbia were quietly recruiting and drilling, and when the new administration stepped in and Abraham Lincoln—the Man of the Hour—was inaugurated as President of the United States, that militia, with the President's Mounted Guard, under command of Col. Sam Owen, as its leading organization, and Gen. Charles P. Stone as its efficient general commander, was ready to protect the civil officers of the new government and the Capital, with its treasury and archives, until such time as overt acts of hostility by secessionists should call for volunteers from the North to assist in the national defense.

Then followed, in rapid succession, the organization of the secession forces of the South; the overt declaration of war by the firing upon Fort Sumter, at Charleston, South Carolina; the more complete organization of the District militia and its being placed on guard at the several bridges over the Potomac River and the eastern branch of the Potomac and on the several roads, by which a hostile force could approach the Capital from Maryland or Virginia, and the pouring of loyal and enthusiastic militia and volunteers into Washington by the

congested line of the Baltimore & Ohio Railroad from Baltimore, then the only railway connecting this city with the North.

Many of the early volunteers were unarmed, ununiformed, undisciplined and without much provision having been made for their commissary requirements, having been hastily recruited and organized, in view of the emergency, and it required the full assistance of the District militia, aided by the fully armed, equipped and disciplined militia of the North and the few regular army soldiers then here, to bring order, discipline and power to the motley throng and form an army at all capable of meeting the enemies of the government from the South, who had been organized and constantly drilling for months, with the best assistance in their arming and equipment that could be given them by prominent officers of the government, including the then Secretary of War.

Toward Gen. Winfield Scott, commander-in-chief of the army in the United States and the general commander of the nation's victorious army in Mexico, all loyal eyes were turned, in the full expectation that his superior military genius and superb presence would lead the loyal forces to an early and easy victory and to peace, and all loyal hearts were resting confidently upon his prowess. When our army went out to meet the consolidated secession forces on the hills of Virginia, it was fully believed that a total rout of the latter was inevitable and that this battle would end the war.

Then came the battle of Bull Run, the result of which informed the national government and its loyal friends that the secessionists had also great commanders and that good and efficient soldiers could not be made to order on short notice, but that training, discipline and experience were requisite for their efficiency. This battle also indicated that a younger and more active general commander than General Scott was required, and the loyal citizens' implicit faith in him was decidedly on the wane. The loss of this battle also materially lessened the public confidence in Gen. Irwin McDowell, commander of the Union army at Bull Run, a fine soldier of commanding presence, who had previously shared with General Scott the admiration and trust of the people.

The retreat of our army from Virginia into the defenses of Washington and the disastrous results of the battle of Bull Run

filled the city to overflowing with demoralized, discouraged soldiers, many of whom were seriously wounded, and the resources of the Capital were taxed to the utmost to provide them with shelter, food and necessary attention. Upon the first arrival of the militia and volunteers, in response to the proclamation of the President, the public buildings were all used for their shelter, and the Patent Office, the General Post Office, the Treasury Department, the War and Navy Departments, the City Hall, many of the hotels and even the Capitol, were for the time converted into barracks for troops and were so used until camps were established in the suburbs of the city and across the river in Virginia, one of the earliest of which camps was established on the heights of the Arlington estate of the Lee family and was in command of General Schuyler Hamilton, a descendant of Generals Schuyler and Hamilton of the American army during the Revolutionary War.

The influx of the wounded and sick soldiers from Bull Run, added to the many sick already in the city, demanded the increase of hospital quarters, and many of the public buildings previously used as barracks, including the Patent Office and the Court House, were converted into hospitals, while wooden barracks and hospitals were erected as rapidly as possible on the public squares, the government reservations and the vacant grounds of the city and its vicinity. These were all soon crowded, while hundreds of soldiers were lying about the streets and under sheds of the railroad station and the public markets.

As the war progressed and the number of sick and wounded soldiers increased, large and commodious hospitals were erected on Capitol Hill, east of the Capitol; on University, Columbia, Mount Pleasant and Kalorama Heights, north of the city; on Armory, Judiciary and other squares and on the Arsenal grounds. In these hospitals the disabled soldiers received the best of attention, until they were in a condition to be forwarded to hospitals in the salubrious climate of the North, or to convalescent camps, such as that afterward established near Alexandria, Virginia.

The appointment of Gen. George B. McClellan to the command of the Army of the Potomac was followed by a period of enthusiastic public admiration of that distinguished engineer and field marshal, which rapidly waned upon his failure to move "On

to Richmond" in response to popular clamor, notwithstanding his protest that the forces at his command were insufficient to cope with the Army of Northern Virginia and its supports and capture the capital of the Confederacy. General Burnside, who succeeded McClellan in command, also came in for his period of popularity and adulation, which lasted until his defeat at Fredericksburg, as that of his intrepid and dashing successor, General "Fighting Joe" Hooker, terminated with the defeat of his army at Chancellorsville. General Meade, the successful hero of Gettysburg, also received his share of public admiration, which lasted throughout the war, and was only eclipsed by that shown for Gen. U. S. Grant, the silent chieftain, who rapidly carried on the war to a successful termination; or, perhaps, that given to Gen. W. T. Sherman when he came to Washington, after his triumphant march from Atlanta to the sea and from Savannah to the capital, thus materially aiding General Grant in his conquest of the confederate army and government; or the honors awarded Gen. Phil. Sheridan after his victory at Winchester and successful campaign through the Shenandoah Valley.

At the beginning of the Civil War the business interests of Washington were in a chaotic condition and real estate was without much reliable value. Many citizens, merchants, lawyers, physicians and bankers, including the former leading banker, the philanthropist, W. W. Corcoran, had departed, leaving their interests here to the care of whoever might choose to look after them, or to confiscation by the government. Many who remained found their business gone and themselves destitute because of the flight of their former customers, clients or patients without making provision for the payment of their honest debts. Many of these citizens, while generally hoping for the success of the Federal arms, had serious doubts as to how long the government and its army would stay here and were loath to incur indebtedness, or to expend what little capital they had in their possession, in the purchase of a stock of goods which might be captured at any time by a raiding foe, or burned in the destruction by fire of the nation's capital.

As the war progressed and the superior resources of the North and its ability to re-establish the nation on a basis of peace and prosperity became more and more manifest,

the business men invested their capital freely and by energy and enterprise many considerable fortunes were accumulated, not only by the old residents at Washington, but by many others who were attracted here by the excellent business chances offered, while those who invested their capital in real estate here at that time, or during the years immediately following the close of the war, have found their property so greatly increased in value as to endow them with sufficient wealth for their needs during the remainder of their lives.

As one now looks at the magnificent city of Washington, with its beautiful streets, its towering buildings of marble and granite, its lovely parks and its orderly population of intensely loyal citizens, it is hard to realize the conditions and sights here at the beginning of the Civil War and during its continuation. As the eye of memory looks into the camera obscura of those by-gone days, one sees the troops being rushed from the North into the Baltimore & Ohio station, many of them on cattle or platform cars, or in or on unavavoidably dirty and dilapidated freight cars; the scramble of all to get out as soon as possible in order to procure refreshments at the Soldiers' Rest or elsewhere that they could be obtained; the forming in ranks at command of the officers; the march through the city to the never ceasing music of the life and drum, or possibly, a military band, accompanied and followed by a crowd of black and white children and idlers; the march to camp or to the front, or the embarkation on Potomac River steamers for Alexandria, Aquia Creek, Norfolk or other points; the dust or mud of the city streets, including Pennsylvania Avenue, in which guns, caissons and wagons would sometimes sink to the hubs of the wheels in wet weather and marching columns of soldiers raise a yellow cloud in dry weather, almost completely obscuring them from view and converting the blue of their uniforms to the color of Virginia clay.

The city in those days was not much more than a country village, with few pavements worthy of the name and with its occasional respectable appearing buildings flanked on either side by one-story wooden rookeries, hardly fit to be called houses. There were some good hotels, the most noted of which was Willards, the headquarters in Washington of the radically loyal element and the central point where officers, soldiers and

citizens gathered to hear news from the front, or to discuss the situation and the relative claims to public honors of prominent military and civil officers. Other prominent hotels and places of resort were the present Ebbitt House, Wormley's, the Kirkwood, the Metropolitan, the National, Mrs. Whitney's and the Casparia House on Capitol Hill, and Welcker's, Gautier's and Hancock's restaurants, the latter being yet in existence. Of churches there were many, some of them being of noble proportions and beauty of design; but the public schools were few and the school buildings small, dirty and inconvenient.

The sympathies of many of the citizens of Washington, particularly the female sex, were freely given to the confederate cause during the war, as was distinctly evinced whenever a party of confederate prisoners were being escorted through the streets on their way to the train for their camp at Elmira, N. Y., or elsewhere in the North, or were halted at the depot awaiting their time for embarkation. At such times these prisoners were gladly supplied by their friends with the best food and other refreshments that could be procured, together with handkerchiefs, stockings, collars, neckties and little nicknacks as keepsakes, while the union soldiers guarding the convoy were left to supply their own needs and received little but black looks and muttered imprecations. The too forcible expression of secession sentiments sometimes resulted in an arrest and an unwelcome confinement for a time

in the old capital prison, at the corner of First Street and Maryland Avenue, Northeast, now converted into spacious dwelling houses.

During this eventful period the streets of the capital were frequently trod by the most distinguished men of the country, in the army, the navy and the civil branch of the government. When they appeared in public places, especially when a great battle was imminent or had just been fought, their faces were eagerly scanned for intelligence as what the result might be to the government, as though their features were bulletins of the national situation. Most prominent, of course, among those distinguished persons was the President, Abraham Lincoln, and when he was seen in his frequent walks on the streets, with his tall, gaunt and slightly stooping form, mournful eyes and sad features, occasionally lighted by a smile as tender and beautiful as that of a child, his expressive face, shaded by the brim of his tall black hat, was most eagerly sought for news of the situation by the eyes of anxious citizens, who, no matter what their politics or sympathies might be, invariably treated him with the greatest respect and doubtless rendered him homage, voluntarily or involuntarily, as the great and good man of the day, whose mission it was to guide his country to the beginning of the most wonderful era of peace and prosperity it had ever known, or could know, and then to set the seal of his devotion to that country with the blood of his honored, beloved and martyred life.



"GROWING TOO OLD."

BY THOMAS CALVER.

My dear little boy, you will have to leave school
And go out to work for yourself;
Your daddy, they say, is fast growing a fool
And ought to be laid on the shelf.
His life has been spent in his dear country's cause,
In battle, on march or with pen,
To help, that the fruits of his country's wise laws
Should reach even humblest of men;
No zeal was more active, no courage more bold,
But young men now say he is "growing too old."

Your daddy, they all know, was never a shirk,
Nor slow to adopt the best plan,
And when there was needed some quick and true work
Was apt to be deemed the right man.
But years bring their caution, and wisdom its care,
That make thoughtful action more slow,
While younger men skim, like the birds in the air,
And down to the depths rarely go;
They turn the soil quickly, but reach not the gold,
And flit by your dad, who is "growing too old."

The well-earned experience, caution and care—
Worth more than the quickness of youth,
Whose triumphs of impulse and speed will not bear
The light of the brightest of truth—
Are now thrown aside, in the mad, frantic rush
To make a display in men's eyes,
That brings doubtful honors and flattery's gush
And often what seems a rich prize;
As time brushes by it such gilt will not hold,
Though true worth seems now to be "growing too old."

The great Alexander, who conquered the earth,
For leaders old veterans chose,
And with them he fought till he wept at the dearth
Of worthy belligerent foes.
If we would continue our march to success,
Mature heads must think out the way,
Then millions to come in the future will bless
The wise and the strong of our day;
And never of us will the story be told—
"They failed because wisdom was 'growing too old.'"

CONGRESS OF INDIAN TRIBES.

PRIMITIVE LIFE IS DEPICTED AT WORLD'S FAIR IN CONTRAST WITH MODERN CIVILIZATION
AS EMPHASIZED IN ACHIEVEMENTS OF WHITE RACE.

FROM their Western reservations have come the scattered remnants of the red man's race, to see in the great World's Fair the triumph of a civilization that followed a reign of aboriginal savagery in this Western world. On a forty-acre tract inside the Exposition grounds are pitched the tents of every tribe that has survived the stealthy advance of the white man's supremacy.

This village of teepees, with its people in war paint and feathers, furnishes a beginning for the story of American progress which had its finale in the spraying cascades and towering architecture of the World's Fair. From their campfires the Indian hears the buzz of modern machinery and above his tents he sees the daring aeronaut soar through space.

Geronimo, the once bloodthirsty Apache chief, who spread terror throughout the Southwest until he was finally captured by Gen. Nelson A. Miles, is one of the striking features of the Indian exhibit. Of all the tribes that roamed America's forests, the Apaches were the most cruel and treacherous. And of all the Apaches, Geronimo was the most vicious. He fought desperately when escape was possible by no other means. But slaughter from ambush and the slaying of the defenseless was the more to his choosing. Long years of captivity have broken his spirit and he is docile because he has met his master. When Gen. Miles first made Geronimo captive, he was sent to Florida, but in a short while he was returned to the prison at Ft. Sill. Geronimo is nominally free at the World's Fair, but practically a prisoner of war.

Chief Joseph, of the Nez Perces, also, is one of the interesting personalities. He, too, is aged, and while he fought valiantly against the encroachments of the white man, he met the foe as a brave man should and has the respect of the men who conquered him.

On the forty-acre tract there is also a village of Sioux Indians from the Dakotas. They wear their native picturesque costumes and live in teepees fashioned from sticks and the skins of wild animals. The warriors are armed with bows, arrows and tomahawks. The surroundings of the huts

are made as true to nature as possible and the patch of corn tended during the summer by the squaws to augment the food supply brought in from the chase by her master, is shown as it was in the early days.

The Hopi Indians from Arizona have a reservation near by. They maintain their ancient tribal costumes. While there is now but a handful of this once powerful tribe left in Arizona, an evidence of their love of the traditions of their forefathers is shown in the fact that the corn they raise has never been crossed by other varieties, but it is the same now as it was many hundreds of years ago, before the wonderful cereal was discovered by the white man and made one of the most important commercial products. This corn of the Hopi Indians may not be of so fine a quality as that raised by the farmers on the Illinois prairies, but in it the visitor will see the pure Indian maize that filled Columbus with delight when he first made its acquaintance.

Among the other blanket Indians are families of Washoes from Nevada and Shoshones from Utah; Navajoes from Arizona and New Mexico; Mission and Digger Indians from California; Crows and Flat-heads from Montana; Apaches and Pimas from Arizona; Chippewas from Minnesota, and Cheyennes, Arapahoes, Comanches, Osages and Pawnees from Oklahoma.

One of the most interesting Indian habitations on the World's Fair grounds is the grass lodge of the Wichita Indians, near the Indian school building. This dwelling is about forty feet in diameter, and is round, resembling a big bee-hive of the old-fashioned kind. It was built almost entirely by the women of the Wichita tribe, while the male members of the band stood by and offered suggestions.

The first part of the building process was to set forked poles in the ground, upon which cross pieces were laid. Then many smaller and larger poles, slim and flexible, were stuck in the ground all around this interior framework, in a circle, the top ends being bent to a common center and tied together. Many rows of still smaller poles or switches were placed around these poles in a horizontal direction

and securely tied on. This formed the framework of the lodge, which was now ready for the application of the roof covering. The Wichita squaws neatly thatched the entire lodge with long wisps of dried grass brought from their native prairies for the purpose. Layer after layer of the grass was put on, beginning at the bottom, so that each layer overlapped the one below it. Thus a rain-proof covering was made.

The grass lodge has a narrow door through which the Indians make their entry and exit by stooping. Inside, the lodge is costily arranged, after the Indian idea of high life. The grass lodge formerly was in general use among members of this tribe, but when they learned from other tribes that it is much easier to make tepees of sticks and hides, which may be carried away at pleasure when moving is desirable, the Wichitas adopted the tepee, and the grass lodge became almost unknown to the present generation. The older men of the tribe give instructions as to the method of constructing the World's Fair grass lodge.

The exhibit of the educated Indians is not so picturesque, but it is none the less interesting. On the forty-acre reservation the U. S. Government has erected many modern buildings to show the progress that the Indian student has made. The

principal structure is a three-story building, 208 feet by 100 feet. At the rear is an auditorium 40 by 60 feet. On the first floor is an exhibit of the manual training department with the Indian students at work at their machines, manufacturing various articles. Across a wide aisle that runs the full length of the building, are typical blanket Indians, making their baskets, leather articles, strings of beads and other articles, just as they did before the advent of the white man and his schools.

In the auditorium will be given lectures, and programs will be rendered by the various Indian societies. Music enters largely into their entertainments, and one of the regular features will be concerts by a trained Indian band of fifty pieces.

An interesting feature of the Indian exhibit is a reproduction of a frontier trading post. Here the Indians assemble and trade their products for supplies just as they did in the early days. The trading post is practical and the several hundred Indians who make their homes on the Exposition grounds supply all their wants there. Their beads, baskets and leather articles are taken in exchange for foods, blankets and anything else wanted.

The post is so well equipped that the Indian may procure everything he needs without leaving the Exposition grounds.





Stub Ends of Thought

By ARTHUR G. LEWIS.



As conditions change with age and experience, temptation errors lessen with the years.

THERE should be no friendship in business beyond the line of duty—yet how hard it is to draw the line.

GENIUS often lies starving at the gate of crime, and ignorance laughs while knowledge sighs.

THE evasion of a fault does not correct it or the diagnosis of a disease effect a cure.

How many wives are at the seashore of neglect this summer?

WE cannot dictate an immutable law of morals. Such things are, and must be governed by personal views and environments.

SMALL prejudices often find expression in small natures.

No man is entitled to the consideration of gentlemen, who fails to respect their good opinion, by the neglect of respect for himself.

THE flower of passion, soon crushed in the hand of time, leaves love alone save to lean upon the friendship and memory of the dead bloom.

OFTEN our strength is best demonstrated by allowing those who wish for our weakness to believe it exists.

THE facts of to-day help us to form a foundation for the fiction of to-morrow.

SOME of the good things we do are often undone by the bad things we say.

THE extravagance of the present too often becomes a necessity of the future.

WE only weaken the strength of right, by removing the temptation of wrong.

No man knows the extent of his ability until he has failed in an attempt to realize it.

THE little lights that go out when faith is questioned never shine quite as bright again when the tide of explanation returns.

THERE is no antidote known to the science of philosophy that will entirely counteract the poison of prejudiced insinuation.

THE definition of dishonesty includes the disregard of interests that we are paid to protect.

WHO is there among us that does not associate his best impulses with the touch of a woman's hand.

RESIGNATION.

BY ARTHUR G. LEWIS.

On the line of all our efforts
Bloom the sacred flowers of memory,
Sweet and pure in retrospection
As a child's prayer at a shrine.
It is then that we remember
Which was wrong and what is right,
As a dying sun surrenders
To the heritage of night.

So we live in recollection
In the garden of our love,
Where the red rose of affection
Broke the first leaves of its bud.
As we saw it bloom in fragrance
In the spring-time of its youth,
May our hopes find resignation
In a memory for the truth.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE MAY 15, 1904										
EASTWARD										
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 6 HOUR	No. 522 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 8 HOUR	No. 506 DAILY	No. 516 DAILY	No. 546 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM
Lv. WASHINGTON	7.00	9.00	9.00	11.00	1.00	3.00	6.00	8.00	11.30	3.00
Lv. BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.48	6.00	8.00	12.39	3.51
Lv. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.05	8.05	12.44	3.55
Ar. PHILADELPHIA	10.15	11.52	12.11	2.02	4.05	5.50	8.19	11.40	3.10	6.00
Ar. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.20	6.52	8.32
Ar. NEW YORK, SOUTH FERRY	12.40	2.05	2.35	4.25	6.35	8.05	10.50			8.35
									AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE MAY 15, 1904									
WESTWARD									
	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 527 DAILY 6 HOUR	No. 507 DAILY	No. 509 "ROYAL LIMITED" DAILY	No. 503 DAILY	No. 511 DAILY	No. 515 DAILY
	NIGHT	AM	AM	AM	PM	PM	PM	PM	NIGHT
Lv. NEW YORK, SOUTH FERRY	12.10	7.55	9.55	11.55	1.55	3.55	5.55	8.55	12.10
Lv. NEW YORK, LIBERTY STREET	12.15	8.00	10.00	12.00	2.00	4.00	6.00	7.00	12.15
Lv. PHILADELPHIA	7.40	10.32	12.37	2.08	4.17	6.18	8.35	9.30	3.35
Ar. BALTIMORE, MT. ROYAL STATION	9.48	12.43	2.44	4.07	6.16	8.16	10.55	11.32	6.00
Ar. BALTIMORE, CAMDEN STATION	9.52	12.53	2.48	4.11	6.20	8.20	11.03	11.38	6.05
Ar. WASHINGTON	10.50	1.50	3.50	5.00	7.20	9.10	12.10	12.31	7.25
	AM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

WESTWARD		No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY
Lv.	NEW YORK, SOUTH FERRY	9.55 AM	1.55 PM	N 3.55 PM	5.55 PM	12.10 NT	12.10 NT	8.55 PM	-----
Lv.	NEW YORK, LIBERTY STREET	10.00 AM	2.00 PM	N 4.00 PM	6.00 PM	12.15 NT	12.15 NT	7.00 PM	-----
Lv.	PHILADELPHIA	12.37 PM	4.17 PM	N 5.20 PM	8.35 PM	7.40 AM	7.40 AM	9.30 PM	-----
Lv.	BALTIMORE, MT. ROYAL STATION	2.44 PM	8.16 PM	-----	10.55 PM	8.48 AM	8.48 AM	11.32 PM	-----
Lv.	BALTIMORE, CAMDEN STATION	3.00 PM	8.30 PM	8.00 PM	11.10 PM	10.00 AM	9.00 AM	11.36 PM	-----
Lv.	WASHINGTON	4.05 PM	7.30 PM	9.15 PM	12.45 AM	11.00 AM	10.05 AM	12.40 AM	-----
Ar.	DEER PARK HOTEL	-----	-----	-----	-----	-----	-----	-----	Lv. 4.30 PM
Ar.	PITTSBURG	-----	-----	7.15 AM	-----	7.45 PM	-----	9.00 AM	9.50 PM
Ar.	CLEVELAND	-----	-----	12.35 PM	-----	-----	-----	-----	Lv. 5.20 PM
Ar.	WHEELING (EASTERN TIME)	-----	7.35 AM	-----	-----	-----	-----	-----	9.10 PM
Ar.	COLUMBUS	-----	10.35 AM	-----	-----	-----	-----	-----	7.40 AM
Ar.	CHICAGO	-----	7.30 PM	-----	-----	9.00 AM	-----	-----	-----
Ar.	CINCINNATI	8.05 AM	-----	-----	5.35 PM	-----	2.35 AM	-----	-----
Ar.	INDIANAPOLIS	11.45 AM	-----	-----	10.35 PM	-----	-----	-----	-----
Ar.	LOUISVILLE	11.52 AM	-----	-----	9.30 PM	-----	7.55 AM	-----	-----
Ar.	ST. LOUIS	6.00 PM	-----	-----	7.23 AM	12.30 PM	-----	-----	-----
Ar.	OHATTANOOGA	6.00 PM	-----	-----	6.25 AM	-----	-----	-----	-----
Ar.	MEMPHIS	11.00 PM	-----	-----	8.30 AM	-----	-----	-----	-----
Ar.	NEW ORLEANS	10.00 AM	-----	-----	8.00 PM	-----	-----	-----	-----

A—Train No. 6 makes connection at Cumberland.
Through Pullman Sleepers to all points. N Connection east of Philadelphia is made with No. 609, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD									
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUENE LIM. DAILY	NOS. 14&42 EXPRESS DAILY	NOS. 14&46 EXPRESS DAILY	
Lv. CHICAGO			3.30 PM	10.40 AM	-----	-----	7.30 PM	7.30 PM	
Lv. COLUMBUS				7.10 PM	-----	-----			
Lv. WHEELING (EASTERN TIME)		6.00 PM		12.25 AM	-----	-----		10.50 AM	
Lv. CLEVELAND			10.15 PM		1.00 PM	-----			
Lv. PITTSBURG			8.00 AM		9.00 PM	6.30 PM	1.00 PM		
Lv. ST. LOUIS	* 8.52 AM	2.05 AM				8.27 PM			
Lv. LOUISVILLE	* 2.10 PM	8.10 AM				2.30 AM			
Lv. INDIANAPOLIS	* 2.45 PM	8.05 AM							
Lv. CINCINNATI	* 6.35 PM	12.10 PM				8.10 AM			
Lv. NEW ORLEANS		7.05 PM				9.15 AM			
Lv. MEMPHIS		6.50 AM				8.40 PM			
Lv. CHATTANOOGA		10.40 PM							
Lv. DEER PARK HOTEL									
Ar. WASHINGTON	12.40 PM	6.41 AM	4.42 PM	12.30 PM	6.30 AM	2.46 AM	11.05 PM	11.05 PM	
Ar. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.47 AM	12.25 AM	12.25 AM	
Ar. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	8.05 PM	1.59 PM	8.00 AM	3.55 AM	12.44 AM	12.44 AM	
Ar. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.10 AM	3.10 AM	
Ar. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	5.52 AM	5.52 AM	
Ar. NEW YORK, SOUTH FERRY	6.35 PM	12.40 PM	10.50 PM	6.35 PM	12.40 PM	8.35 AM			
Through Pullman Sleepers from all points. * Daily. † Daily except Sunday.									

Through Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"

BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Buffet Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia.

No. 504. Drawing Room Sleeping Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Buffet Parlor Car Washington to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, serves dinner table d'hote, Philadelphia to New York.

No. 528. Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hote, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Drawing Room Parlor Car Washington to New York. Dining Car, table d'hote, Baltimore to New York.

No. 546. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 305. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Washington and Pittsburg.

No. 517. Buffet Parlor Car New York to Washington.

No. 501. Drawing Room Sleeping Car New York to Washington. Dining Car, a la carte, Philadelphia to Baltimore.

No. 527. Five Hour Train. Parlor Car New York to Washington. Dining Car, table d'hote, New York to Philadelphia.

No. 507. Drawing Room Sleeping Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 509. "Royal Limited." Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hote, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 511. Buffet Drawing Room Sleeping Cars New York to Cincinnati and Pittsburg.

No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Baltimore to Cincinnati. Dining Cars serve all meals. Cafe Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellairs. Drawing Room Sleeping Car Baltimore to Columbus. Combination Buffet-Observation Parlor and Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Washington to Parkersburg. Drawing Room Sleeping Car Pittsburg to Deer Park every Friday night. Cafe Parlor Car Cincinnati to Louisville. Buffet serves supper; Dining Cars serve balance of meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Drawing Room Deer Park to Pittsburg every Monday morning. Dining Car Connelisville to Pittsburg.

No. 5. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Dining Cars serve dinner, supper and breakfast.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Buffet Sleeping Car Wheeling to Chicago.

No. 55. Drawing Room Sleeping Car New York to St. Louis. Parlor Car Baltimore to Wheeling. Dining Cars Martinsburg to Cumberland and Grafton to Cincinnati.

EASTWARD.

No. 2. Drawing Room Sleeping Car St. Louis to New York. Observation Sleeping Car Cincinnati to Washington. Dining Cars serve all meals. Cafe Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Parkersburg to Washington. Buffet-Observation Parlor and Sleeping Car Wheeling to Washington. Drawing Room Deer Park to Pittsburg every Monday morning. Dining Cars serve all meals.

No. 6. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals except breakfast at Cumberland.

No. 10. Sleeping Car Pittsburg to Baltimore. Drawing Room Sleeping Car Pittsburg to Deer Park every Friday night. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connelisville. Dining Car Cincinnati to Grafton.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Buffet Drawing Room Sleeping Car Chicago to Wheeling.

No. 46. Parlor Car Wheeling to Baltimore. Parlor Car Pittsburg to Cumberland.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and
Connecting Lines may be had at the Offices of the Company, as follows:

ARRON, OHIO, Union Station, C. D. HONDLIE, Ticket Agent. **HOWARD STREET**, U. S. G. APLEY, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Saratoga Streets, Y. M. C. A. Building, G. D. CRAWFORD, Ticket Agent; B. F. BORD,
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BUTLER, PA., Wm. TURNER, Ticket Agent.
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CINCINNATI, OHIO, B. & O. S.-W., 490 Walnut Street, Traction Bldg., J. B. SCOTT, District Passenger Agent, C. H. WISEMAN,
 City Ticket Agent; J. E. BECHMAN, Passenger Agent. **Central Union Station**, E. REISING, Station Passenger Agent,
 Wm. BROWN, Depot Ticket Agent.
CITY OF MEXICO, MEX., D. BAKSHARDT, Agents General, B. & O. S.-W., Apartado 200.
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CONNELLSVILLE, PA., J. T. LANE, Traveling Passenger Agent; H. L. DOUGLAS, Ticket Agent.
COVINGTON, KY., Fourth and Scott Streets, G. M. ABBOTT, Ticket Agent.
DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.
DENVER, COLO., S. M. SHATTUC, Traveling Passenger Agent, B. & O. S.-W.
HARPER'S FERRY, W. VA., C. E. DUDROW, Traveling Passenger Agent.
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392 Market Street, HYMAN WEINER, Ticket Agent. **Stations**, South Ferry, foot of Whitehall Street, and foot of Liberty
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392 Market Street, UNION TRANSFER CO., Ticket Agents. **679 South 3d Street** and **1146 North 2d Street**, M. ROSENBAUM,
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SANDUSKY, OHIO, T. B. TUCKER, Ticket Agent.
SAN FRANCISCO, CAL., Room 1, Hobart Building, PETER HARVEY, Pacific Coast Agent.
SPRINGFIELD, ILL., N. J. NEER, Division Passenger Agent, B. & O. S.-W.
ST. LOUIS, B. & O. S.-W., 6th and Olive Streets, F. D. GILDERSLEEVE, Assistant General Passenger Agent, H. C. STEVENSON,
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VINCENNES, IND., W. P. TOWNSEND, Division Passenger Agent, B. & O. S.-W.
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 BURN, Ticket Agent.
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ZANESVILLE, OHIO, Jas. H. LEF, Ticket Agent.
EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT CO., Limited, 23, 24 and 25 Billiter Street, London, E. C. 2, 21 Water
 Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at

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C. W. BASSETT, General Passenger Agent,

Baltimore & Ohio Lines East, Baltimore, Md.

E. N. AUSTIN, General Passenger Agent,

Baltimore & Ohio Lines West, Chicago, Ill.

D. B. MARTIN, Manager Passenger Traffic,

Baltimore & Ohio R. R., Baltimore, Md.



Reduced Fares Authorized
FOR
Summer Season, 1904
Baltimore & Ohio R. R.



ATLANTIC CITY AND SEASHORE.

Special low-rate excursions from all points east of the Ohio River on August 11 and 25 and September 8, and from points west of the Ohio River on August 18.

BOSTON, MASS.

National Encampment G. A. R., August 15-20.

LOUISVILLE, KY.

Knights of Pythias, August 16-19.

SAN FRANCISCO, CAL.

Triennial Conclave, Knights Templar, September 5-9.

SAN FRANCISCO, CAL.

Sovereign Grand Lodge I. O. O. F., September 19-25.

TORONTO, ONT.

Friends' General Conference, August 10-19.



Baltimore & Ohio World's Fair Service

New York, Philadelphia, Baltimore Washington, Cincinnati and St. Louis Line

Three vestibuled trains daily each way comprise the excellent service between the Metropolis and the World's Fair City. This route will be the favorite highway during the Louisiana Purchase Exposition in 1904, between the East and the West. The Trains are modern throughout. The Coaches are marvels of comfort. The Drawing-Room Sleeping Cars are spacious. The Dining Car service is unexcelled. The Scenery world-renowned.

(See time tables herein.)

Pittsburg, Columbus, Cincinnati and St. Louis Line

Three vestibuled trains daily each way comprise the excellent service between Pittsburg and St. Louis morning, noon and night. These trains have entirely new equipment. The day trains with Cafe and Dining Cars and the night trains with Drawing-Room Sleeping Cars. The Coaches are of new design with spring-raising windows and sanitary ventilation.

The World's Fair Flyer

leaves Pittsburg at 1.30 p. m. daily.
A solid vestibuled train with through

Coaches, Sleeping Car and Dining Car.

Lv PITTSBURG	8.30 a. m.	1.30 p. m.	8.50 p. m.
Lv WHEELING	10.45 a. m.	3.43 p. m.	11.25 p. m.
Lv COLUMBUS	2.35 p. m.	7.20 p. m.	3.50 a. m.
Ar CINCINNATI	5.50 p. m.	10.30 p. m.	7.30 a. m.
Ar ST. LOUIS	7.23 a. m.	7.58 a. m.	6.00 p. m.

Baltimore



Ohio

R.R.

EAST AND WEST



CALENDAR - 1904



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
3	4	5	6	7	8	9	7	8	9	10	11	12	13	8	7	8	9	10	11	12	3	4	5	6	7	8	9
10	11	12	13	14	15	16	14	15	16	17	18	19	20	13	14	15	16	17	18	19	10	11	12	13	14	15	16
17	18	19	20	21	22	23	21	22	23	24	25	26	27	20	21	22	23	24	25	26	17	18	19	20	21	22	23
24	25	26	27	28	29	30	26	27	28	29	30			27	28	29	30	31			24	25	26	27	28	29	30

MAY							JUNE							JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	5	6	7	1	2	3	4	3	4	5	6	7	8	9	1	2	3	4	5	6	7
8	9	10	11	12	13	14	12	13	14	15	16	17	18	10	11	12	13	14	15	16	7	8	9	10	11	12	13
15	16	17	18	19	20	21	19	20	21	22	23	24	25	17	18	19	20	21	22	23	14	15	16	17	18	19	20
22	23	24	25	26	27	28	26	27	28	29	30			24	25	26	27	28	29	30	21	22	23	24	25	26	27
28	29	30	31											31							28	29	30	31			

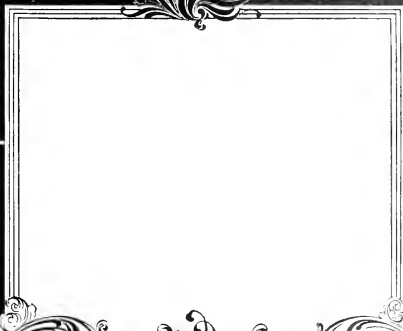
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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25	26	27	28	29	30		23	24	25	26	27	28	29	27	28	29	30				25	26	27	28	29	30	31
							30	31																			

ROYAL BLUE TRAINS

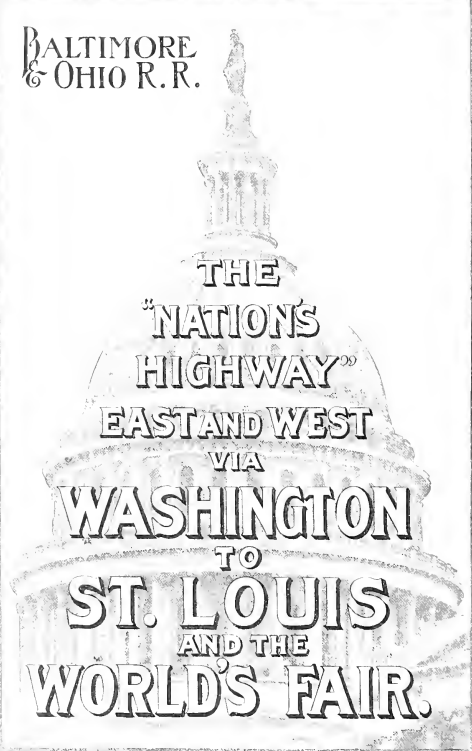
D. B. MARTIN,
MANAGER PASSENGER TRAFFIC,
BALTIMORE, MD.

B. N. AUSTIN,
GEN'L. PASS. AGENT, CHICAGO,
C. W. BASSETT,
GEN'L. PASS. AGENT, BALTIMORE.

ROYAL BLUE



BALTIMORE
& OHIO R.R.



THE
"NATION'S
HIGHWAY"
EAST AND WEST
VIA
WASHINGTON
TO
ST. LOUIS
AND THE
WORLD'S FAIR.

Baltimore & Ohio

The Most Seasonable Time To Visit the World's Fair Baltimore & Ohio R. R.

SEASON EXCURSION TICKETS will be sold daily during the period of the Exposition, with final return limit of December 15, 1904.

SIXTY-DAY EXCURSION TICKETS will be sold daily during the period of the Exposition, with final return limit of sixty (60) days, but not later than December 15, 1904.

FIFTEEN-DAY EXCURSION TICKETS will be sold daily during the period of the Exposition, with final return limit of fifteen (15) days, including date of sale.

COACH EXCURSION TICKETS will be sold only for specified dates and trains. Tickets will be good in **DAY COACHES** only on special or designated trains going, and on regular trains returning, limited for return passage leaving St. Louis not later than ten (10) days, including date of sale.

STOP-OVERS.

STOP-OVER not exceeding ten (10) days at each point will be allowed on Season, Sixty (60) day and Fifteen (15) day excursion tickets, in either or both directions within return limit, at Cincinnati, O., Mitchell, Ind. (for visitors to French Lick or West Baden Springs, Ind.), and at Chicago (on tickets reading via Chicago). Stop-over not exceeding ten (10) days at each point will also be allowed in either or both directions within return limit, at Deer Park, Mountain Lake Park and Oakland during the month of September. To secure stop-over, passengers must notify conductor and deposit ticket with Depot Ticket Agent immediately on arrival.

STOP-OVER not exceeding ten (10) days will be allowed at St. Louis on all one-way and round-trip tickets (except Colonist tickets to the Pacific Coast) reading to points beyond St. Louis, upon deposit of ticket with Validating Agent and payment of fee of \$1.00.

EXCURSION FARES.

FROM	Season Fare	60 Day Fare	15 Day Fare	Coach Fare
New York, N. Y.	\$34.00	\$28.35	\$23.25	\$18.00
Philadelphia, Pa.	34.00	28.35	23.25	17.00
Chester, Pa.	34.00	28.35	23.25	17.00
Wilmington, Del.	34.00	28.35	23.25	17.00
Newark, N. J.	34.00	28.35	23.25	17.00
Baltimore, Md.	33.60	28.00	23.00	17.00
Washington, D. C.	33.60	28.00	23.00	17.00
Hagerstown, Md.	33.20	27.70	22.75	16.00
Frederick, Md.	33.60	28.00	23.00	16.00
Cumberland, Md.	30.40	25.35	21.00	15.00
Grafton, W. Va.	27.20	22.70	19.00	13.00

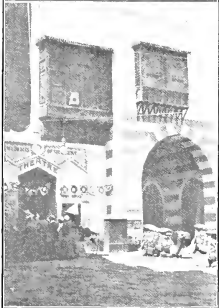
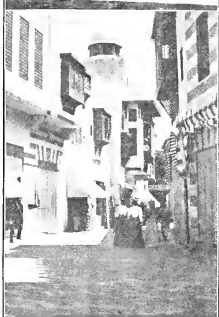
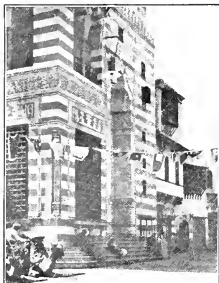
ROUTES.

The above fares apply via Cincinnati or via Chicago in both directions; or going via Cincinnati and returning via Chicago; or going via Chicago and returning via Cincinnati. Tickets will be accepted via Pittsburgh.

Corresponding Rates from other Points.

For additional information concerning routes, rates, time of trains, etc., call on ticket agents.





Baltimore & Ohio

World's Fair Service

**New York, Philadelphia, Baltimore
Washington, Cincinnati and
St. Louis Line**

Three vestibuled trains daily each way comprise the excellent service between the Great Eastern Cities and the World's Fair. The "Nation's Highway" to the Louisiana Purchase Exposition. Trains are modern throughout. Coaches are marvels of comfort. Drawing-Room Sleeping Cars are spacious. Dining Car service unexcelled. Scenery world-renowned.

(See time tables herein.)

**Pittsburg, Columbus, Cincinnati
and St. Louis Line**

Three vestibuled trains daily each way comprise the excellent service between Pittsburg, Wheeling and St. Louis morning, noon and night. These trains have entirely new equipment. Day trains with Cafe and Dining Cars and the night trains with Drawing-Room Sleeping Cars. Coaches are of new design with spring-raising windows and sanitary ventilation.

The World's Fair Flyer leaves Pittsburg at 1.30 p. m. daily. Solid vestibuled train with through Coaches, Sleeping Car and Dining Car.

LA PITTSBURG	1.30 a.m.	1.30 p.m.	7.30 p.m.
LA WHEELING	1.45 a.m.	1.45 p.m.	11.55 p.m.
LA COLUMBUS	2.30 p.m.	2.30 p.m.	1.30 a.m.
LA CINCINNATI	3.15 p.m.	3.15 p.m.	2.15 a.m.
LA ST. LOUIS	4.00 a.m.	4.00 a.m.	3.00 p.m.

THE

Baltimore & Ohio

EXHIBIT AT THE

World's Fair

SHOWS THE PROGRESS
OF THE

First American Railroad

From 1828 to 1904

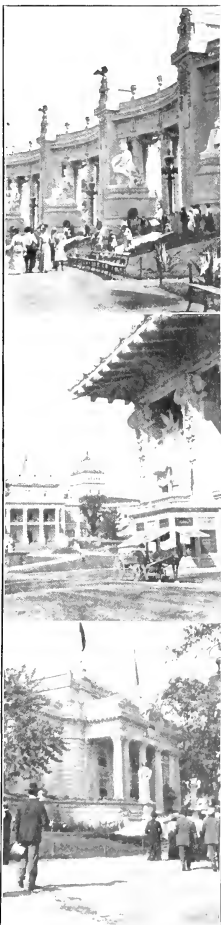
**The First to apply Modern
Methods**

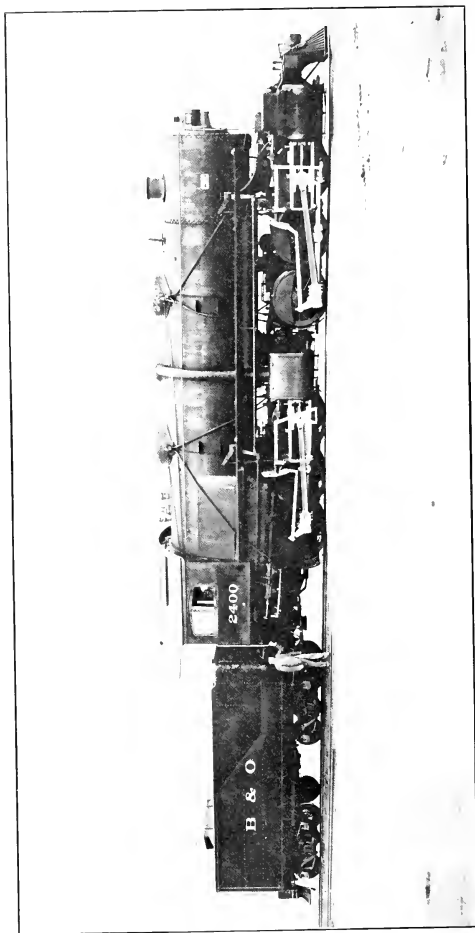
PROGRESSIVE AND AGGRESSIVE

**The First Railway to Form
Connections with
Atlantic Seaboard
and Mississippi River**

**Modern
Throughout**

**Magnificently
Equipped**





THE LARGEST RAILWAY LOCOMOTIVE IN THE WORLD.
On exhibition in the Baltimore & Ohio section, Transportation Building, World's Fair.

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY.

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VOL. VII.

BALTIMORE, SEPTEMBER, 1904.

No. 12.

THE WAY OF THE RAIL IN THE WORLD.

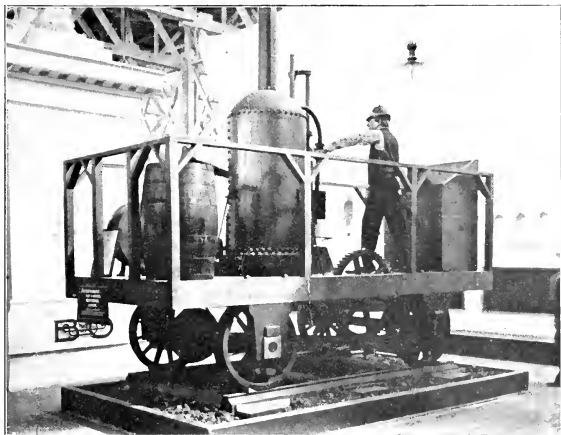
REMARKABLE SHOWING OF ITS EVOLUTION AND DEVELOPMENT IN THE
BALTIMORE & OHIO SECTION AT THE ST. LOUIS EXPOSITION.

BY J. G. FANGBORN.

TIS a far cry from Newton's first thought in 1680 to the Baltimore & Ohio's culmination of 1904.

Two and a quarter centuries. The stunning object lessons given by the Baltimore & Ohio at St. Louis, illustrative of how it has come about that we

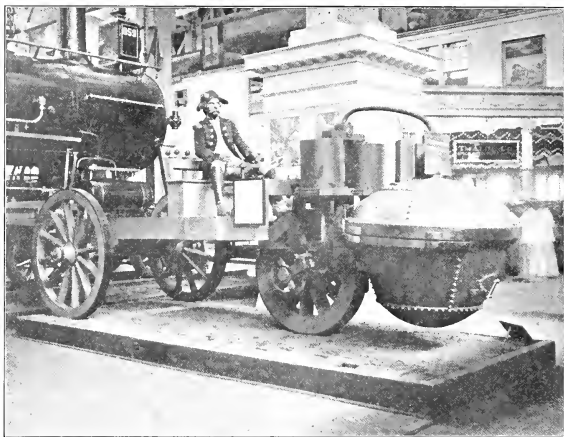
We may wear our most superior smile when viewing the portrayal of Sir Isaac Newton's theory as to how the wheels might be made go 'round. Of course we know better than to regard any such sort of thing as it having the merest shadow of practicability. Nevertheless, the world



THE FIRST LOCOMOTIVE BUILT IN AMERICA. PETER COOPER, 1807, BALTIMORE.

have the present means of locomotion on earth, impress that it has taken a long time. Yet compared to the period when steam or any other power propulsion was wholly unknown, there is nothing so very antediluvian after all in the primary stages of our progression.

had been rolling on its axis for thousands of years before any man in it had gotten as far as Sir Isaac. No one whom history records, before him, associated vapors with a possibility of power in the transmission of motion to wheels. He didn't know much about what we now call steam. Nor



THE FIRST IN THE WORLD TO MOVE ON LAND BY STEAM—FRANCE, 1733, CUGNOT.

did anybody else at that time. Century had piled on century, and just as we don't know it all, so with them. There were things to learn.

Hero had hit upon some results with superheated water, causing him to marvel much; doubtless, as we do relative to radium.

Hero to Huyghens, Papin, Moreland, Savary, all of them combined, in reality understood less of the real properties and possibilities of steam than is now required of a polytechnic student to assure his diploma. Notwithstanding, they were the pioneers in steam usage.

Newton's line was more in pure science. Of those given to telling how the wheels may be made go 'round rather than the actual demonstration of revolving them.

But he was a very practical sort of scientist. Not standing so much on his dignity, from the lofty aspect of the strictly theoretical, as some of his followers of the present day.

The fence hadn't gone up dividing the pure from the applied in science, and there was no barbed wire to emphasize the distinction between the fields of effort.

Newton didn't lose caste because he

coupled practice with theory. Not that he really constructed and operated the conception, a full-size representation of which heads the Baltimore & Ohio's showing of the evolution and development of motive power at the St. Louis Exposition. But his description as to how the thing could be done was so lucid and the idea so simple that a child could have worked it out. At the most it wasn't much; its significance being that the thought was the first anyone had given to employing steam for propulsion, and the basic principle, high pressure.

Everything worth remembering since has followed on the latter line. However, nobody followed Newton on any line for a hundred years and more. He quit, himself.

The world was content to go on legs rather than on wheels, save by legs—man or animal—until well on to the close of another century.

Which brings the real beginning of that which we feel must always have been—so natural has it become—scarcely more than a century ago. Seventeen hundred years, and from the geologist's standpoint, goodness knows how many times seventeen hundred years longer, footing and hoofing it.

Surely the world is young in some ways.

And doubtless would have been less matured than it is had James Watt succeeded in estopping all progress on high pressure lines. It wasn't his fault that a quietus was not placed upon the development of the steam boiler, despite the tea-kettle story and what it implies.

Watt was to be respected in his day, and unquestionably retarded motive power development by his bitter and persistent opposition to high pressure steam. He would have none of it, and, to prove how fallacious were the claims advanced that high pressure was an essential, went so far as to patent a boiler to be adapted for road locomotion and restricted to a pressure of eight pounds to the square inch. Its construction was to be of wood.

Meanwhile, of the period contemporaneous with Watt, was Nicholas Cugnot, a captain in the French army. Of no mechanical education whatever, so far as known, and influenced, it would appear, solely to maintain the efficiency of field artillery under fire, Cugnot conceived, constructed and put on the streets of Paris the first vehicle that ever moved by head of steam on this earth of ours. The scheme was to do away with the horses offering such fine marks for

sharpshooters' skill, as also, to facilitate the general handling of the guns. The thing didn't work as smoothly as it might have done had it been a copy instead of an original. Met in fact, the fate often encountered by innovations. Was shelved. Ordinarily such means oblivion. Happily in this instance, it did not. It is in a Paris institution in an excellent state of preservation. The full size reproduction in the Baltimore & Ohio section at St. Louis is from the direct measurements of the original.

Brings us very near the start of things when realizing that the very first is still existent. Is impressive, deeply so, to know the initial movement by steam in the world is perpetuated, monument like, in the machine itself.

Murdoch, had it not been for Watt, might have gone down through the ages as the first to actually propel by steam. Genius in him had to succumb to bread and butter.

The old, old story—brains and poverty. He worked for Watt, and an open disregard for his chief's pet hobby meant blacklisting on the shop pay rolls. Watt, as has already been explained, was the foremost opponent



THE FIRST IN ENGLAND—MURDOCK, 1780

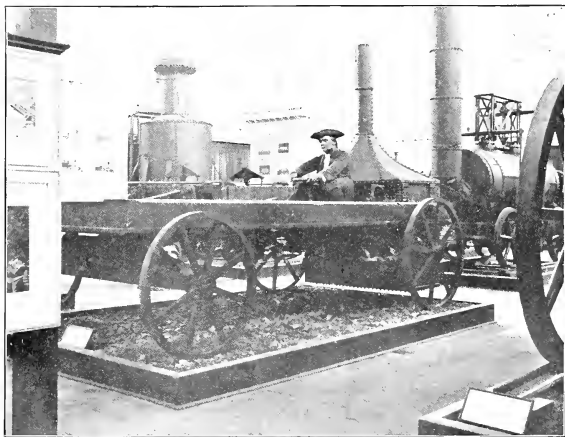
of high pressure. He carried his onslaught upon its advocates to a point not over-stated as fanatical and prevailed upon the British Parliament to pass laws so restrictive, as to be in effect, prohibitive.

Murdoch was an engineer of ability; a quiet and reserved man, timid perhaps, as to an open expression of his conclusions, but none the less tenacious of holding them within himself. He was a high pressure man pure and simple. The place he deserves in railway history as the pioneer in the advocacy of the principle, through its employment in the model he constructed,

The model got away from Murdoch, and the parson, who had sought the unfrequented by-way just as had the inventor, for its seclusion, had every reason for believing in a personal devil. In the race for life that ensued the neighborhood participated, and Murdoch thereafter was a marked man.

Oliver Evans, Nathan Reed, Richard Trevithick, the two first named Americans and the third an Englishman, are linked with Cugnot and Murdoch in making history in the last quarter of the eighteenth century.

Cugnot's part was spasmodical, so to



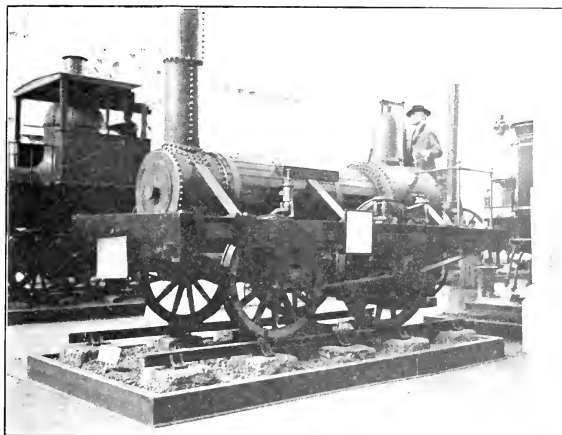
THE REED, 1780

must remain unquestioned. He did not dare, for fear of the result of Watt's displeasure, to openly demonstrate the application he worked out, but conducted his experimenting at night. His model, only half size as it was, marked the initial movement by steam in England.

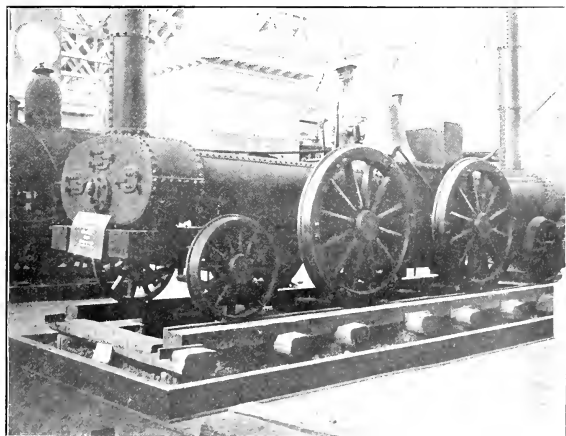
The nocturnal doings of Murdoch were usually conducted so quietly in some out-of-the-way lane as to minimize the chances of discovery, but one night a good country parson lost a year's growth through the fright of the thing and further experimenting in that locality became impossible.

speaking; Murdoch's, owing to his timidity and Watt's aggressiveness, was little, if anything, more.

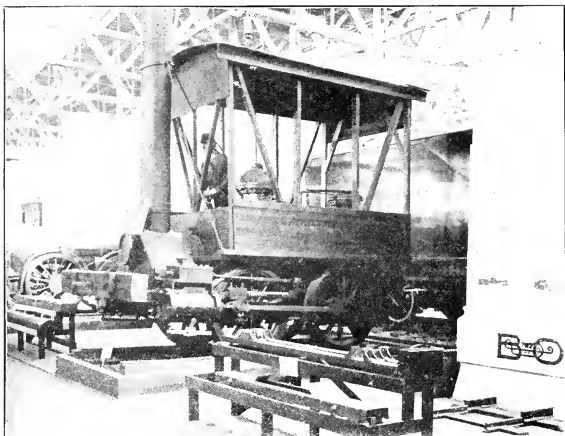
Reed figured as a kind of mechanical meteor. Between him and Evans lies the distinction of the introduction of tubes—brass and copper—in boilers. Evans undoubtedly created the type from which the high-pressure boiler of to-day has descended. It wasn't tubular at the start. Double, or return flue to begin with, and how far Reed's experiments influenced Evans is difficult to decide. That Reed fitted the boiler of his model of a road wagon with



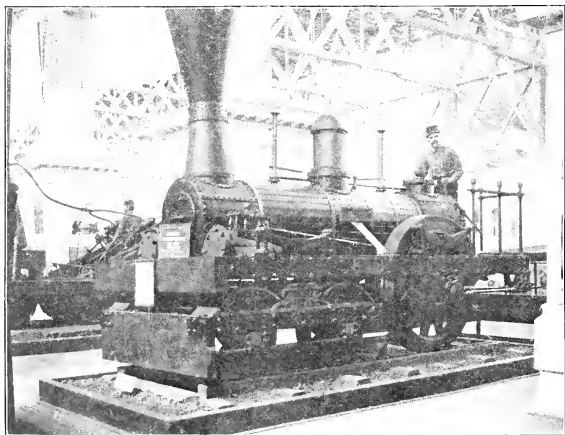
BALDWIN'S FIRST, 1825 PHILADELPHIA



THE FIRST DOUBLE-ENDER AND FIRST ON EIGHT WHEELS—NEW YORK 1825 ALLEN



THE 'MISSISSIPPI'—THE FIRST IN THE LOWER MISSISSIPPI COUNTRY, 1841



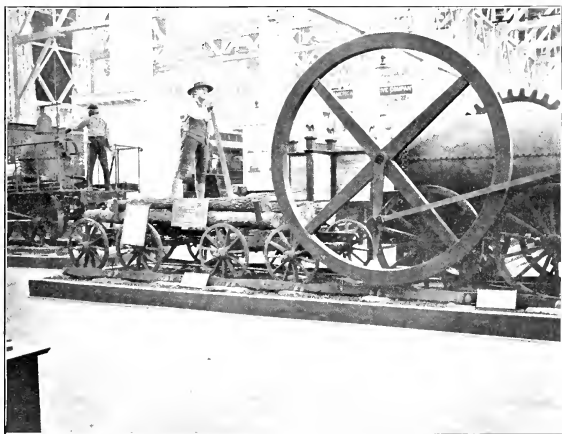
ROGERS' FIRST AND THE FIRST WEST OF THE OHIO RIVER, 1827

tubes and that it was the first multi-tubular boiler of which there is authentic record, is beyond controversy. This was in 1790; Reed taking out a patent, and from the specifications on file at Washington the historical fact is substantiated.

Reed was the first to propose steam propulsion on this continent, illustrating the means to accomplish it through the model from which the full-size representation in the Baltimore & Ohio collection was made. Reed was a typical Yankee in the brightness and celerity of his mind in evolving mechanical contrivances. Unfortunately

nothing that would generate steam and was himself a living exponent of restless energy. His moving of a dredging machine, a great, ungainly, lubberly scow with a bricked-in furnace and everything crude in the extreme, through the streets of Philadelphia was a feat so astonishing that were it to be duplicated to-morrow, the newspapers would fill pages with description and illustrations. It was done a hundred years ago—and the first actual propulsion by steam on land on the American Continent.

Possibly, no one example of the sixty odd full-size representations in the Balti-

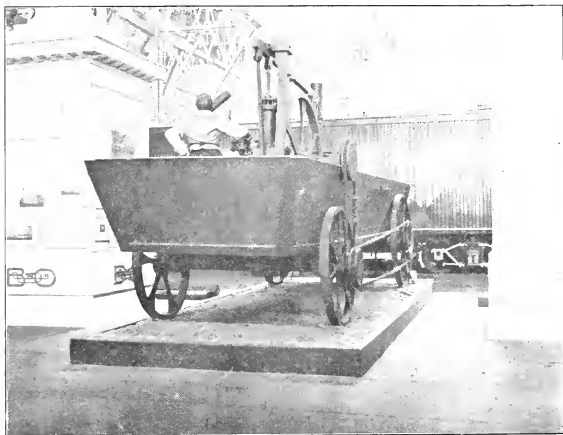


THE FIRST MOVEMENT BY STEAM ON RAILS IN THE WORLD—WALES, 1801, TREAVITHICK.

application did not characterize his methods. He flitted from one thing to another, finally got into politics, was elected to Congress and no more heard of him.

Evans was a big man. Of the sort so unfortunate as to live in advance of his time. His activity was phenomenal. So was his fertility. If it is proper to say father, in connection with high steam practice, the appellation undoubtedly belongs to Evans. He worked engines of single flue, as he did of double flue, at a pressure for which he would have been summarily hanged had he been within the reach of Watt and the English Parliament. He stopped at

more & Ohio collection produces the extent of curiosity manifested in the Evans. A great many people take it for a boat and nothing else, wondering, the meanwhile, what the deuce it is doing in a railway showing. It is a boat. Odd certainly, that construction exclusively for water transit should lead the way on land. Such, nevertheless, is the historical record. Evans had to get it from the Schuylkill to the Delaware, and rather than propel it down the one river to the other he mounted the thing on wheels, to which he belted, or, more strictly speaking, roped his engine and crossed town direct. Cobble-stones,



OLIVER EVANS, 1841 PHILADELPHIA

old-time gutters and such, looked alike to him.

Trevithick, the great, strapping Cornishman over on the other side, was another Evans in not letting situations get the better of him. Watt almost bothered the life out of him with his acts of Parliament and harassing generally. Trevithick had no use for pressure that wasn't as high as fire could make it, while Watt was determined that anyone in England of a different way of thinking than himself should get out or "go 'way back and sit down." For some time Trevithick would do neither and persisted in experimenting in accordance with what he deemed the prime essential. Finally he found himself in South Wales and no more inclined to take a dare there than anywhere else. Somebody bet he couldn't do what he immediately proceeded to do. Thus came about the first movement by steam on rails in the world. The two cars the Trevithick of 1803 drew, as also some of the rails and stones on which they laid—the original cars, rails and stone—are in the Baltimore & Ohio collection at St. Louis.

Indeed, to tell of all that is in the collection, with pertinent bits of history introduced now and then to afford sidelights,

as it were, on the days ago, means writing a book.

"But who was the father of the locomotive, anyway?" Same old query. For a change suppose the response by inference.

Mother and small boy sight-seeing in Baltimore & Ohio section. Mother catches a glimpse of the figure on the Cugnot in the uniform of a French artillery officer of 1769, and grasping her offspring by the hand, exclaims: "See there, son; that's the way George Washington used to ride."

It's the point of view, as a rule, that influences. The mother, noting what she took for the Continental uniform on the figure, immediately associated the Father of His Country therewith.

Environment, tradition and heredity have much to do with the focus of the glasses through which we see, and after all, what matters it to work off one's individual conclusions when the opportunity is offered in the railway collection for the student to reach his own. To other than the student, the glamour of the fatherhood will remain as early reading may have fixed it. George Stephenson, nine times out of ten. School books have it so and Stephenson's "Rocket" is ever the mecca of those who are bent upon starting right

in following the development of the locomotive from the first to the last. The "Rocket" wasn't the first, but that isn't material. It's George Stephenson's.

However, the widely instructive interest of the great collection is proven by the number of people thronging it, copying the descriptive cards and asking questions. Mechanically, its value is recognized by the not unfrequent occurrence of a whole day spent in special study.

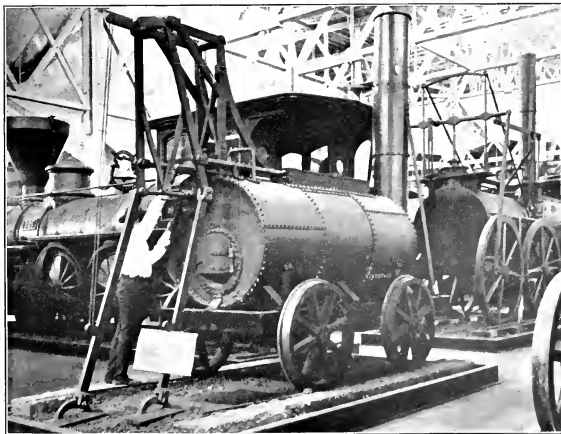
There is illustrated, through originals and full size working reproductions, the inception, evolution and development of every essential known in present practice. Object lessons enabled that nowhere else are possible.

Sixty-two thousand square feet of floor space occupied, and every means offering availed of to insure hanging space for the almost innumerable number of drawings, prints and photographs. No country in the world wherein the locomotive whistle has been heard but what is represented in some manner.

It has been well termed "A Railway University of Object Lessons." The educational feature is so pronouncedly complete as to have attracted foreign attention, and special reports are being prepared

upon it at the instigation of European governments.

From the standpoint of popular attraction, the drawing of numbers largely actuated by sight-seeing proclivities, the Baltimore & Ohio section holds the undoubted lead in the Transportation Building. It is surprising to note the extent of interest in the old locomotive with which, in some way, members of family, relatives or friends, have been connected. Many know something of the "Atlantie," "Mazeppa," "Jefferson" and "Traveler" of the Baltimore & Ohio that bring these old-timers to them with a real personal interest. So, too, the old "Pioneer," the first locomotive seen in Chicago; the "Mississippi" of early New Orleans fame; the "Rocket," the first of Reading engines; the "Sandusky," the first west of the Ohio; the "Old Ironsides," "Baldwin's First," etc., etc. To visitors who go back to the Centennial, at Philadelphia, in exposition experience, it seems like rolling away the curtain of years to stand by the side of the "600," the Baltimore & Ohio's crack exhibition locomotive of 1876. A less period of time for the mind to encompass is such as has intervened since the Chicago Exposition, and the "Director General," the Baltimore &



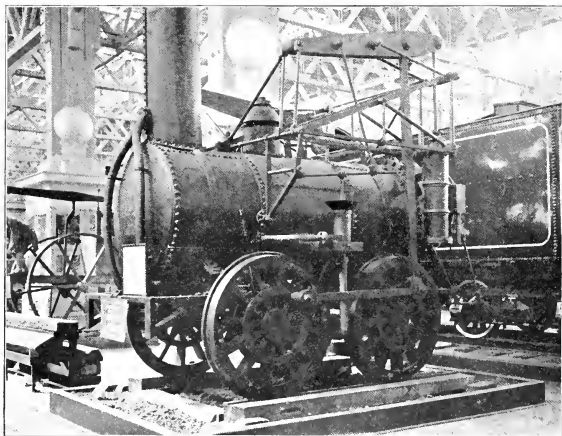
THE FIRST CONSTRUCTED FOR PRACTICAL OPERATION—ENGLAND, 1812, BRUNTON

Ohio's symmetrical Royal Blue engine, of Columbian celebrity, recalls memories of 1893 few wish to forget.

In the years to come the trio of modern Baltimore & Ohio engines—the "Governor Francis," the "Missouri" and the "St. Louis"—which round out the showing of development to the present period, will be vividly remembered. No such aggregation of railway motive power was ever before seen and another exposition epoch will have to materialize before its equal can be demonstrated.

No moving mass of mechanism and

points through articulated or flexible joints; injectors with a water capacity of five thousand gallons an hour, and, dimensions throughout, more suggestive of a huge stationary plant than a machine to move on a four-feet-eight-and-a-half-inch track. No wonder spectators stand in awe and can scarcely believe the monster capable of locomotion. Yet despite her wholly unprecedented weight in working order of two hundred and forty tons, one hundred and eighty tons of which are directly upon her drivers, so perfect is the distribution of weight and adjustment of parts that she is

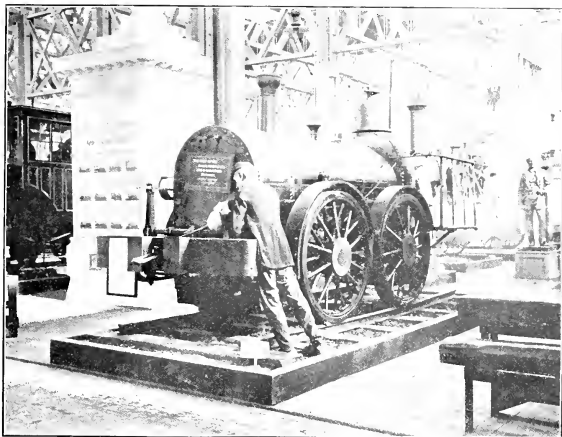


FIRST LOCOMOTIVE IN AMERICA, BUILT IN ENGLAND

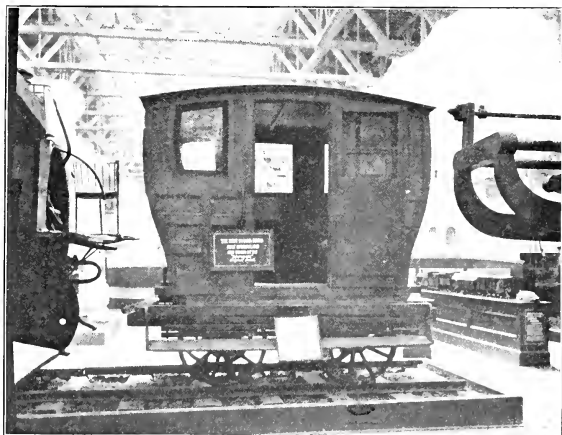
metal hitherto known is comparable with the gigantic "St. Louis," the articulated locomotive before which people crowd the day long, amazed that man should have the temerity to construct on so unparalleled a scale. Fifty tons heavier on driving wheels than any other engine ever built; six pairs of drivers in two sets of three each, the forward set swiveling; the largest boiler known in the history of locomotive construction, the tubes of which, if placed in a straight line, extending the distance of a mile and three-quarters; steam at a pressure of two hundred and thirty-five pounds to the square inch carried to requisite

as tractable and easily handled as the average switch engine. In no instance on the journey westward was the slightest difficulty experienced, either as to the track or crossings. No rails were spread anywhere; switches, some of them very complicated, were passed through as if mere tangents, and bridges nowhere evinced subjection to any special strain.

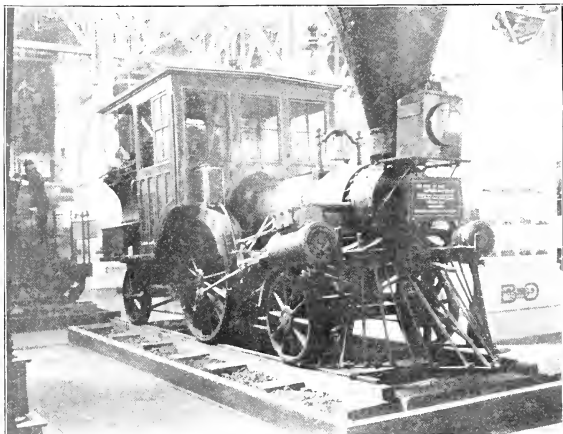
The light track of the Exposition terminal was viewed by the officials with some concern, in connection with the passage of the big engine to her place in the Baltimore & Ohio section, but no example of motive power in the Transportation



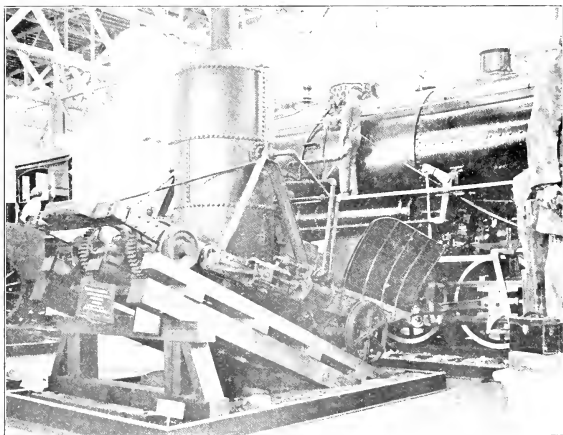
FIRST LOCOMOTIVE ON P & R—BRAITHWAITE, 1858



FIRST PASSENGER COACH IN NOVA SCOTIA, 1850



THE FIRST IN THE CUMBERLAND VALLEY, 1851—WILMARTH



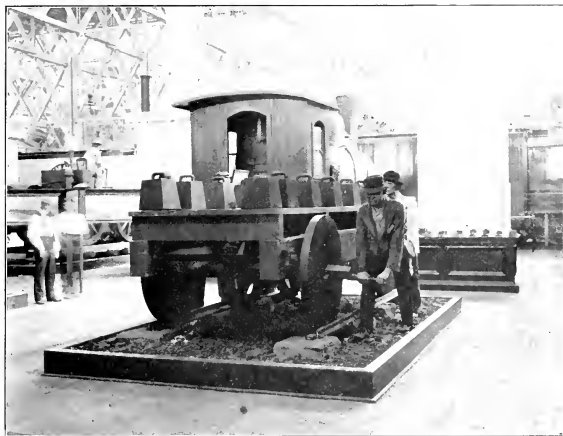
THE FIRST MOUNTAIN CLIMBING LOCOMOTIVE IN THE WORLD—BOSTON, 1862

Building went to position with less trouble. No special foundations were made for the "St. Louis" where she stands, simply the showing of the track of the period in conformity with the plan followed throughout the exhibit—historical and modern.

The "St. Louis" is, of course, for special use on a part of the Baltimore & Ohio system requiring extra-heavy power. She is a pusher. In a sense, a mountain climber, and a most interesting object lesson is afforded by the placing alongside of her of the "Peppersauce," the first mountain climbing locomotive in the world, the

station proper. The latter in model enables a grand conception of the most impressive beauty and spaciousness of the structure, for it is on the scale of an inch to the foot and so constructed and arranged as to enable interior as well as exterior inspection. It is the largest architectural model ever made. Is upwards of seventy feet in length and fifty in width, with height in proportion. The mounting is such as to permit of views from all points, the introduction of electric lights enhancing effects which as a whole command undisguised admiration.

The station will be the largest, the most

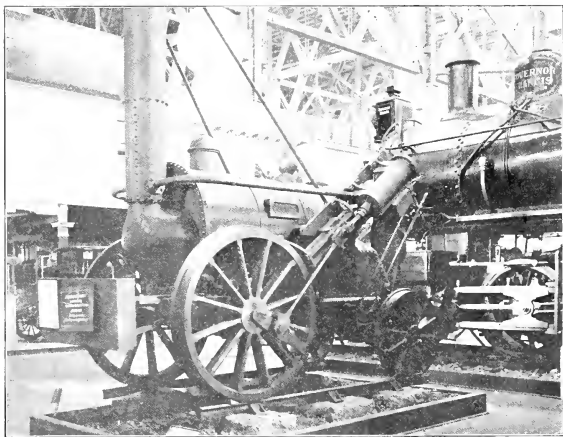


THE HADLEY MODEL, No. 1.

original old engine on which President Lincoln, General Grant, Commodore Vanderbilt, Horace Greeley and many other distinguished men of bygone days made the ascent of Mt. Washington.

Centering the great space filled from end to end by the enterprise and liberality of the Baltimore & Ohio Company, is the remarkable model of the new Union Station at Washington. In the division of the work of assuring a gateway to the National Capital commensurate with its rapidly expanding importance, the Pennsylvania Company constructs the approaches, terminals, etc., and the Baltimore & Ohio the

costly and perfectly appointed in the world. As a hint of its interior possibilities upon occasions of national interest, the concourse, a single hall, room or area, as it may be termed, without column, pillar or post, will—allowing each four feet square—afford standing room for twenty-four thousand, six hundred persons. No structure under roof in the world has anything like this capacity. Aside from passengers arriving or departing on through trains from or to southern points, every step taken throughout the station will be on the level. Passing from the street to the sidewalk, the station level is reached, and



STEPHENSON'S ROCKET, 1825

no matter where the passenger wishes to go, not until entering his train has he to step up or down. At whichever of the approaches to the station the passenger arrives, he is at once within a high-vaulted corridor, such extending the entire front and sides. Spaciousness everywhere characterizes the superb structure, as will, also, artistic simplicity and elegance when the interior appointments are completed. These are to be of polished granite, metals and mahogany. Nine avenues will converge to the grand plaza fronting the station. From the reverse end thirty-two tracks—twenty-three on the main and nine on the lower level—will converge to the ten-tracks-wide and seventeen-hundred-feet-long stone viaduct with which the different roads connect by their own tracks. The station is at once a terminal and a through station, the latter for southern service, the trains passing to and from the tunnel under the capital by passage way beneath the floor level of the main station.

The innovation in expository showing, by the introduction of life-size figures representative of engineer and fireman on the examples of motive power, was followed in the station model with very effective result. The figures, placed within as well

as outside of the model, are, of course, on the same scale as the model—an inch to the foot. They convey, more strikingly than could be produced by any other means, the tremendous dimensions of the station while, at the same time, adding inestimably to the general naturalness of the representation.

Of the exceeding realism of the life-size figures peopling the engines, old and new, and the atmosphere of action they create, there is but one opinion expressed and it is to the point—that it is the best outcome of the character ever seen. Men who from their mechanical training, as well as customary association, are prone to seeing nothing but the engine when looking at it, as likewise, the very critical, who are given to questioning anything out of the common, have only the heartiest commendation for the added interest which they concede the figures lend. The public at large, men, women and children, demonstrate the liveliest appreciation of the graphical effectiveness, and the frequent inquiries put to the figures, in all innocence of their not being what they seem—the real thing—cause no end of animated comment. That there should be these little ships, not only on the part of the average, but even the technical and usually observant man, is scarcely

surprising considering the nature of the work on the figures, the every-day look of the clothing, the fidelity to types and times and the very natural positions. The figures were made by sculptors from life poses in every instance and the costuming done by artists who gave time to insuring their being historically correct. There is no suggestion of the wax work of the dime museum and store window variety; none of the wooden, scare-crow appearance of the shapeless things that do duty in show cases and that sort of thing. They are genuine departures from the old order and have, not at all inaptly, been declared the forerunners of a new art. Wax, glass or hair was not used in the composition and the figures are as substantial as they appear.

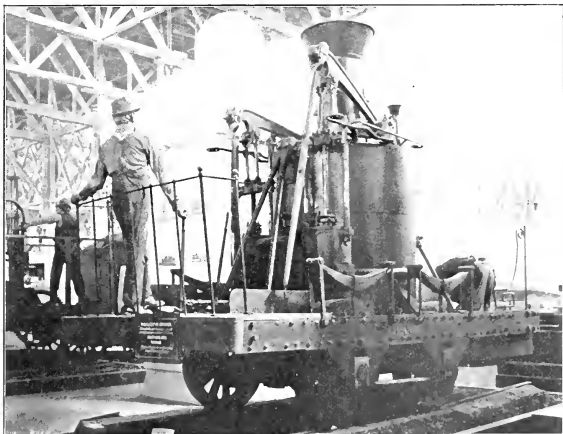
The installation of the section demonstrates that even with the most prosaic of forms, with such as purely mechanical and by no means graceful or pretty to look upon, a high artistic ensemble is possible.

Fifty six-foot-square columns, twenty feet in height to the crest of the surmounting globes, line the court-like enclosure.

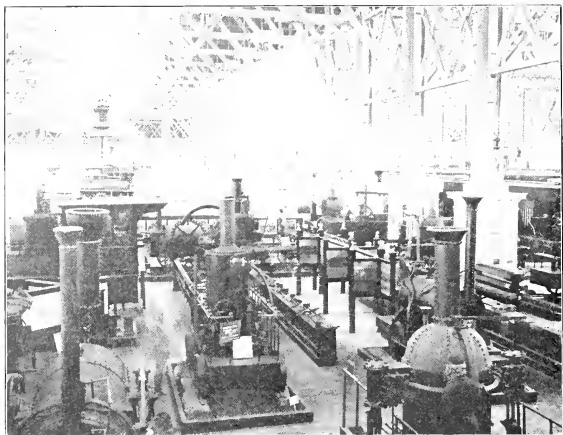
Between the columns and facing the aisles on the four outer sides are the examples of motive power, original and full-size

working reproductions, pedestaled in every case upon the track of the period. Other originals and reproductions, shown with the same care for the completeness of representation, are placed at corresponding intervals within the Court of Columns, while here and there, as space permits, are models illustrative of locomotive and train practice, sections of track, old and new ties—wood and metal; almost innumerable things, in fact, telling of progress past and present. Special screens are made a feature, these showing through clear and comprehensive drawings, the evolution and development of permanent way, of the brake, the brake shoe, the locomotive and the railroad occupation of the continent by decades. The columns, which are of the most imposing and symmetrical design, are white, as is the matting and framing of the drawings, prints and photographs.

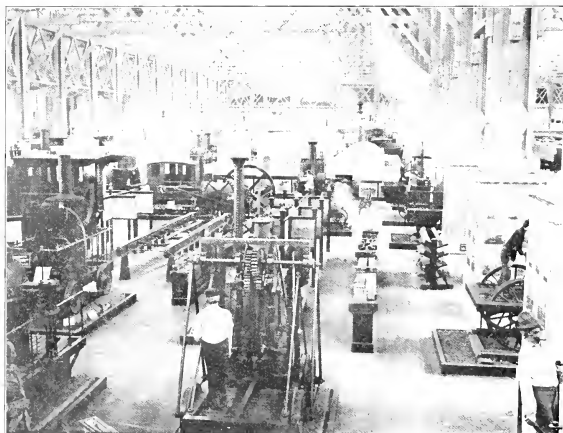
The effect of the whole is attractive to a notable degree, and for the greatest exemplification of the evolution and development of the world's railway ever made, the setting is in every respect worthy of perpetuation in the permanent institution devoted to the railway and allied interests of which the collection is to be the nucleus.



"ATLANTIC," THE OLDEST IN AMERICA. ORIGINAL ENGINE IN ORIGINAL FORM IN SERVICE SIXTY YEARS ON BALTIMORE & OHIO RAILROAD. WINANS, 1912



GENERAL VIEW OF BALTIMORE & OHIO SECTION, TRANSPORTATION BUILDING, WORLD'S FAIR
Looking toward model of New Union Station, Washington, D. C.



GENERAL VIEW OF BALTIMORE & OHIO SECTION, TRANSPORTATION BUILDING, WORLD'S FAIR
Looking toward model of New Union Station, Washington, D. C.

LOCOMOTIVE TONNAGE AT THE WORLD'S FAIR.

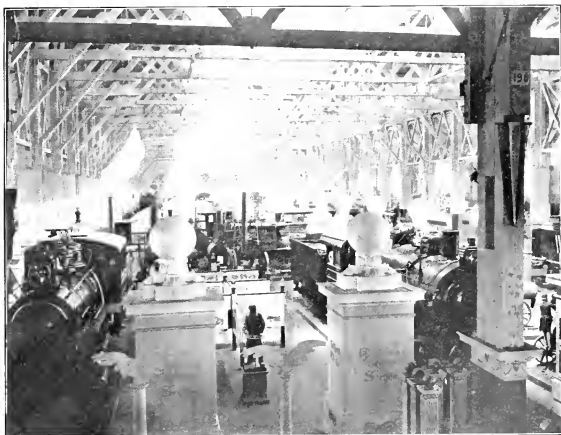
BY J. G. PANGBORN.

NEVER in the railroad history of the world has there been congregated under one roof a locomotive tonnage approaching that characterizing the Transportation Building at the St. Louis Fair Grounds, and, with the greatest examples of motive power the world over to select from, there could be found no twenty-four paralleling the aggregate of the power that number in the structure indicated represent.

Four of them average, in full working

to give as the value of these locomotives as a whole.

As regards the contribution of the railroad companies toward the success of the showing, as represented in the earning capacity of these locomotives which would otherwise be in service, and thus a source of revenue, such calculation would be difficult to make with exactitude, owing to the fact that, in numerous instances it is the locomotive, not, strictly speaking, the railroad company that is doing the contribu-



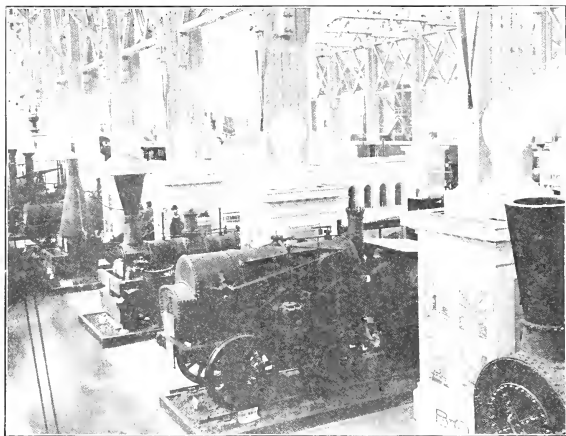
GENERAL VIEW OF BALTIMORE & OHIO SECTION, TRANSPORTATION BUILDING, WORLD'S FAIR

order, 200 tons each, while the average of the entire twenty-four reaches 170 tons each.

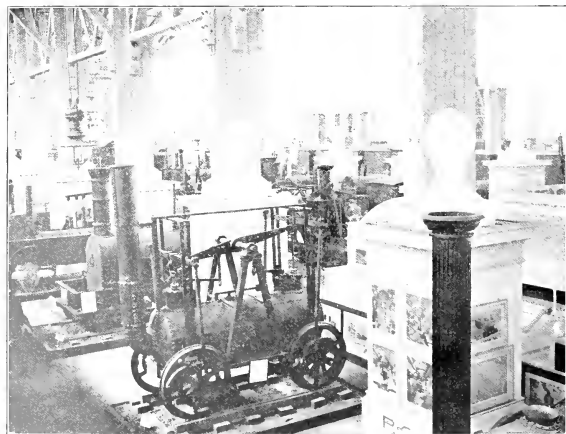
In round figures the total is 4,000 tons or 8,000,000 pounds. Roughly estimated, say at 10 cents a pound, this would stand for \$800,000 as representing the cost of these modern monsters of the rail. Add another \$200,000 as the value of the remaining locomotives on exhibition—there are thirty odd of modern type all told—and \$1,000,000 is by no means a high figure

ting. As for instance where locomotives have been constructed on order with the understanding that delivery and payment should be after the close of the Exposition.

However, in the one way or the other, these idle locomotives, indicative of the very highest development, undeniably do represent a large sum of money in the shape of what they undoubtedly would earn were they serving the purpose of their creation, instead of constituting inanimate objects of awe and admiration of man's nerve in going



SECTION OF BALTIMORE & OHIO EXHIBIT, TRANSPORTATION BUILDING, WORLD'S FAIR



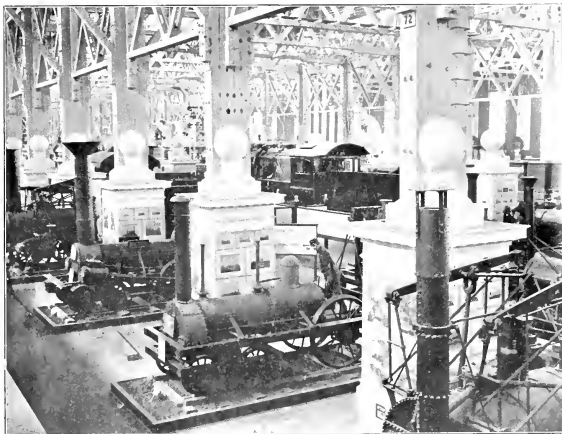
SECTION OF BALTIMORE & OHIO EXHIBIT, TRANSPORTATION BUILDING, WORLD'S FAIR

to, what would seem, the limit in the line of the gigantic. Unquestionably they would all be under steam and demonstrating their huge tractive power, but for the Exposition.

To get at the earning capacity of a locomotive definitely is so dependent upon conditions that almost any basis one should start from may be open to difference of opinion. It might be regarded as a reasonable procedure to take the annual earnings of a railroad company, reduce the same to earnings per day—dividing by 365.

figure and the twenty-four big fellows represent \$6,000 per day. Lump the others at \$1,500 additional and you have \$7,500 per day. This for eight months the Exposition period and two weeks at each end of it—and the total becomes \$1,800,000.

To arrive at the cost of maintaining a locomotive, or, railroad exhibit, is to take very many things into consideration. Such as enter into the preliminary preparation often exceed the subsequent maintenance. In other cases the contrary is the experi-



SECTION OF BALTIMORE & OHIO EXHIBIT, TRANSPORTATION BUILDING, WORLD'S FAIR

Divide the per day earnings by the number of locomotives owned by the company, and, allowing half of the same as doing switching duty, undergoing repairs, being remodeled, or, in other ways not figuring appreciably in revenue earning, and the probabilities are the resultant average would not be far from the actual. This would be something like \$200 per day. In the instance of such locomotives as now in the Transportation Building the average would be much higher, and \$250 to \$300 nearer the real. Allow it to be the lower

ence. It is perfectly safe to say that a round \$1,000,000 will have been paid out by the railroad and locomotive companies as their aggregated actual expenditure by the time the Exposition gates are finally closed.

This with the good will of St. Louis as the single asset; that is to say, the million gone, over and above all rebate in the shape of convertible values on what may be left. Adding to the straight outgo, the revenue producing value of the motive power, and the total, representative of the railroad contribution becomes some \$3,000,000.



POINTERS TO WORLD'S FAIR VISITORS.

ON account of the great area covered by the World's Fair Grounds, visitors are often perplexed as to how to start on their sight-seeing expeditions and utilize their time to the best advantage.

While it may be presumptuous to suggest itineraries and pick out for the sight-seer just what he should see, regardless of his own individual tastes, it is, nevertheless, valuable to know how to save time if one's stay at the Fair is limited.

There are a great number of people who do not give more than one, two or three days to the Fair, are satisfied with a general inspection and do not devote much time at any particular exhibit. It is to these persons the following itineraries will be of much assistance.

A pocket map of the grounds will assist greatly in avoiding going over the same ground twice. Whether one reaches the Fair Grounds by electric or steam cars, he can systematically lay out his own course directly from the gate of entrance.

To the strenuous person who has but one day at the Fair, a glimpse is about all he can hope for, and to him the following "one-day" itinerary is especially useful. No matter what entrance is selected, the intra mural railway encircles the entire ground.

One Day at the Fair.

MORNING—Pass through the Manufactures Building from west to east, cross plaza into Liberal Arts Building and pass through from north to south.

Pass through Mines and Metallurgy Building from south to north.

NOON—Lunch in East Pavilion restaurant.

AFTERNOON—Pass around Terrace of States and Festival Hall, taking the walk which leads around past the Japanese Tea Garden.

Cross through Machinery Building to the Transportation Building, and enter the latter from the west entrance. Pass through Transportation Building from west to east. Cross the Plaza of St. Anthony.

Pass through Varied Industries Building from west to east to the Plaza of St. Louis and Louisiana Monument. Cross over to the Tyrolean Alps at the head of the Pike, and take supper in the open air at the base of the miniature mountain.

EVENING—After supper view the lighting of the grounds from the plaza overlooking the Grand Basin. Take electric launch or gondola at foot of steps to obtain the most glorious view of the entire basin and lagoons at night.

Return to the Pike entrance at the Irish Village. The balance of the evening will only permit of a general view of the street at night. (Mark the course on pocket map.)

The above itinerary may also be followed for the first day if the visitor has two or three days and can add to it as follows:

Second Day.

MORNING—Enter the grounds at the southeast corner and visit the State Buildings and United States Government Exhibit.

NOON—Lunch in any of the restaurants to the southeast of Fine Arts Building.

AFTERNOON—Visit Fine Arts. The beautiful pictures and displays in this building will necessarily require a half day for even the most hurried inspection.

EVENING—Supper at restaurant in West Pavilion. Visit concessions on the Pike to suit one's individual tastes.

Third Day.

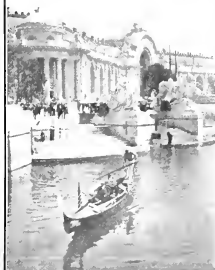
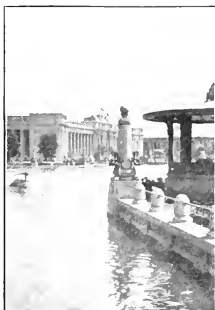
MORNING—Visit the Philippine Exhibit at west of grounds. This interesting exhibit covers a great deal of space and will require a half day.

NOON—Lunch at one of the many restaurants which have attracted you in the neighborhood.

AFTERNOON—Pass through the Horticulture and Agriculture Buildings from south to north, and visit notably the French, Brazilian, Belgium and Great Britain Buildings.

EVENING—Among the attractive "shows" may be mentioned "New York to the North Pole," "Galveston Flood," "Hagenback's," but the attractions on the Pike are adapted to the tastes of everyone.

As has been stated above, tastes vary, and other buildings may be substituted for those mentioned, in which case it should be done geographically to avoid fatigue.



SKETCHES AT THE WORLD'S FAIR.

BY H. F. BALDWIN.

THE MODEL COUNTRY SCHOOL HOUSE.

IT stands back of Art Hill, on a natural hillside, in a grove of big oak trees, with large windows facing a grassy slope. There are the usual rows of desks of various sizes and a teacher's desk on which is a call bell. Back of the teacher is the blackboard with its ledge for chalk, and felt "rubbers." Maps decorate the wall, and at the first glance, the red brick school-house where you and I went to school is recalled, and it might be the noon recess.

It does not take long to discover, however, that this is only a model, and is no more like the real country school-house than a "model child" is like the genuine product.

In the first place, it is scrupulously clean. The windows are clean, the walls are white, and the desks and floor free from dust. In the real country school-house, the windows were cleaned on the outside by the rains from heaven, and if heaven did not send rain they remained dirty. Occasionally the spirit would move the "big girls" to rub the inside with paper, but not often. They were purposely placed high, so the children's attention would not be distracted from their studies by what was passing outside. Not that anything ever passed, but they were delivered from the temptation by the location of the windows, and their dingy curtains of dirt.

Then the walls! Jimmie Jones' name may never be enrolled in the temple of fame, but it adorned many spaces in the temple of learning, where his young mind was "taught to shoot"—paper wads mainly, if we may judge by the freize on this same wall.

Then who ever heard of a school desk or seat with varnish on it? Or one not covered with scratches, ink stains, and initials carved by Jimmie and his mates. The country school-house has been the *alma mater* of many of our greatest and best men, but they were not "model country school-houses." They were dirty and dingy, and peopled by an unassorted mob, who would make this model school-house look like—Well, like a real country school-house inside of a week.

THE FLORAL CLOCK.

This unique novelty is installed at the north entrance of the Palace of Agriculture. The hands are operated by compressed air. Underneath the hands is the bronze mechanism which turns them, connected under-ground with a passion



at the upper edge of dial circuit, which is 112 feet in diameter. In the pavilion with the air compressors, motors and mechanism, is a fine astronomical clock. As its second-hand revolves, it governs compressed air once each minute and turns the shaft and the immense hands. In a small belfry a few feet west of the control pavilion is a bell weighing 5,000 pounds which strikes the hours and half-hours.

In a similar pavilion on the east side of the central one, is an immense hour-glass containing 100 pounds of sand, which runs through the glass each hour. At the first stroke of the bell the hour-glass reverses and the sand runs back.

The hands of the clock weigh 2,500 pounds each and are supported from the center. The minute-hand is four feet long and its point moves five feet per minute.

The disk of this flower piece is raised about six inches above the level of the ground. The numerals are fifteen feet high and are composed of brilliant colors. Enclosing the numbers are twelve distinct varieties of foliage plants divided in sections each twenty feet long by twelve in width.

The hands of the clock are made of a strong frame work of steel and are shrouded in creeping plants, myrtle, ivy, etc., which are planted in troughs filled with soil. The center of the face, inside the numerals, is thickly planted with "Joseph's Coat," and this in turn is circled by a narrow band of "Dusty Miller" whose neutral tints bring out the brilliant coloring of the other foliage plants.

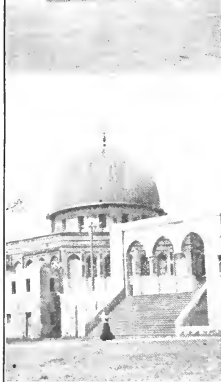
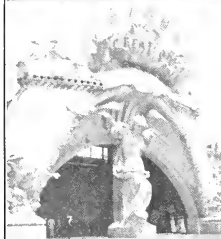
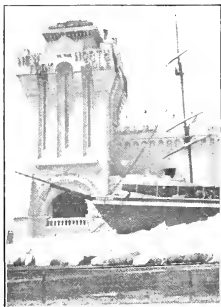
The outer setting of this triumph of the horticulturalist's art is a rim of soft green sod, six feet in width, kept like velvet. Around the entire arrangement is a wide granitoid walk from which visitors may at leisure view the magnificent floral time piece.

THE \$250,000 NECKLACE.

In the Varied Industries Building is probably the most remarkable necklace in the world. It is valued at \$250,000, but in addition to its intrinsic worth, almost every stone in it has an interesting story attached to it. There are twenty-six large diamonds, each with a fascinating history.

Among these diamonds are stones which were the gift of Napoleon to the Empress Josephine. Side by side are diamonds which formed a part of the plunder of Madame Humbert, whose colossal frauds stirred France to its foundations a few years ago. There are diamonds which were given to the Empress Carlotta by Maximilian when the attempt was made to establish a Mexi-





can Empire under the direction of Louis Napoleon. Two of the stones were once used as cuff buttons by Boss Tweed, the king boodler of America. Some of the stones of the late Alvin Joslin, actor, whose diamonds were famous, are in this collection. Three of the diamonds worn by May Yohe, the actress, while she was the wife of Sir Francis Hope, the English nobleman, regarding which there was so much trouble when she ran away and left him, form part of the necklace.

These famous stones are grouped with pearls and the full effect is of peculiar beauty and splendor, and is conceded by experts to be one of the finest specimens of the jeweler's art extant. In collecting the stones, three trips to Europe were necessary as not only beauty and purity of the diamonds were desired, but those with a history were preferred. The result is the most beautiful necklace in the world.

THE ESPALIER GARDEN.

At the south corner of the beautiful French Pavilion are some of the most wonderful fruit trees in the world. Apple, peach, apricot, plum, cherry and pear trees grow flat against the walls, looking like immense pressed ferns or palms.

The espalier is the climbing garden. In it trees are trained to grow in fantastic shapes and reach out along a wall or frame work like a vine. The French are responsible for this form of horticulture, which dates back some 200 years, although only within the last fifty has it been taken up seriously and made practical use of. In France, where the sunshine is not so abundant as here, and where soil is at a greater premium, it was found that fruit grown on the south side of a wall was more abundant, less liable to failure from climatic conditions, and of a better size and flavor than that grown elsewhere.

A peach tree, for instance, needed protection from frost and snow, and this could be readily given to a tree spreading along a wall like a vine.

The desirous shapes are given to the trees by pruning all the limbs from two sides of the trees, and grafting or budding new ones on the remaining limbs, thus giving the tree a flat instead of a round shape. The new limbs are fastened to a wall or frame which helped to support them and with less foliage for the tree to maintain, it is found that fruit will grow from one-third to twice as large as the same fruit under ordinary circumstances.

Of the 100 fruit trees and 700 espaliered rose trees in the French exhibit, nearly every one has already been sold.



Stub Ends of Thought

By ARTHUR G. LEWIS.



A SURFACE disregard of sentiment often only indicates a lack of sincerity.

THE SCORN of many is frequently outweighed by the admiration of a few.

SOME men incapable of entering the field of creative art, attempt to break down in their ignorance, structures that they lack sufficient brains to conceive.

USUALLY an apology is inferior to a fault, especially if the former is expressed under pressure and the latter premeditated.

ONE of the most difficult obstacles to overcome in business and social intercourse is the man who is ignorant of his ignorance.

MORE anger is created in the minds of fools by the success of others than sympathy for misfortune in the hearts of men.

THE ideas of others are most intelligently served in their original packages, and from a primary source.

SOME men are as susceptible to kindness and consideration as a child, yet too often such dispositions are most frequently misunderstood.

WHERE shall we draw the line between forgetfulness and neglect?

CRIMINAL carelessness and dishonesty are too close together to equitably separate.

HOME life and the love that binds us to that shrine, sways the greatest general influence in the world.

MANY people who are first to say of a dead friend, "He was a good fellow," were the last to find a worthy feature in the living character.

THE absolute negative of common sense is represented by willful and self-obstructed ignorance.

SMALL men in large positions curb the views of others with their own.

FRIENDSHIP whispers in confidence many things that justice asserts should be openly demonstrated.

HOW much common weal is sacrificed upon the altar of selfish individualism.

MANY of us lack sufficient sight to see both sides of an argument, object or purpose.

IT is always necessary to sacrifice something to honesty and better to surrender our opinion than self respect.

A GREAT injustice is often done ability by its confinement to a condition which affords no scope for development.

A TOAST.

BY ARTHUR G. LEWIS.

Here's to the man of weight and worth,
That lives in the lives of others,
Broad and strong in heart and girth
And true to the weal of his brothers;
That yields a line of knowledge tried,
Free from all taunt and pain,
And never bars the brightness out
From the shade of Effort's lane.

Here's to the man that dares to tell
The truth in the face of fear,
And hopes for heaven, yet finds no hell
In the dread of approaching years;
And draws no curtain before the fact,
Of his knowledge of men and things,
But leads the faltering pilgrim back
With the love that charity brings.

"STUB ENDS OF THOUGHT" are now in book form and can be obtained from the author, Mr. Arthur G. Lewis, 10 Granby Street, for \$1.25, postpaid.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE MAY 15, 1904										
EASTWARD										
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 525 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 508 DAILY	No. 516 DAILY	No. 546 DAILY	No. 512 DAILY
LV. WASHINGTON	7.00 AM	9.00 AM	9.00 AM	11.00 AM	1.00 PM	3.00 PM	6.00 PM	8.00 PM	11.30 PM	3.00 AM
LV. BALTIMORE, CAMDEN STATION	7.56	9.56	9.52	11.56	1.56	3.48	6.00	9.00	12.39	3.51
LV. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.67	11.64	1.59	3.62	6.06	9.06	12.44	3.55
AR. PHILADELPHIA	10.16	11.52	12.11	2.02	4.05	6.50	8.19	11.40	3.10	6.00
AR. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.35	8.00	10.40	3.20	5.52	8.32
AR. NEW YORK, SOUTH FERRY	12.40	2.05	2.35	4.20	6.35	8.05	10.50	3.25	5.57	8.37
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE MAY 15, 1904										
WESTWARD										
	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 527 DAILY 5 HOUR	No. 507 DAILY	No. 509 "ROYAL LIMITED" DAILY	No. 503 DAILY	No. 511 DAILY	No. 515 DAILY	
LV. NEW YORK, SOUTH FERRY	12.10 NIGHT	7.55 AM	9.55 AM	11.55 AM	1.55 PM	3.55 PM	5.55 PM	6.55 PM	12.10	
LV. NEW YORK, LIBERTY STREET	12.16	8.00	10.00	12.00	2.00	4.00	6.00	7.00	12.16	
LV. PHILADELPHIA	7.40	10.32	12.37	2.08	4.17	6.18	8.35	9.30	3.35	
LV. BALTIMORE, MT. ROYAL STATION	9.48	12.49	2.44	4.07	6.16	8.16	10.55	11.32	6.00	
AR. BALTIMORE, CAMDEN STATION	9.52	12.53	2.48	4.11	6.20	8.20	11.00	11.36	6.05	
AR. WASHINGTON	10.50	1.50	3.50	5.00	7.20	9.10	11.10	12.31	7.25	
	AM	PM	PM	PM	PM	PM	AM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

WESTWARD										
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 8 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY		
LV. NEW YORK, SOUTH FERRY	9.55 AM	1.55 PM	N 3.55 PM	5.55 PM	12.10 NT	12.10 NT	6.55 PM			
LV. NEW YORK, LIBERTY STREET	10.00 AM	2.00 PM	N 4.00 PM	6.00 PM	12.16 NT	12.16 NT	7.00 PM			
LV. PHILADELPHIA	12.37 PM	4.17 PM	5.20 PM	8.35 PM	7.40 AM	7.40 AM	9.30 PM			
LV. BALTIMORE, MT. ROYAL STATION	2.44 PM	6.16 PM		10.55 PM	8.48 AM	8.45 AM	11.32 PM			
LV. BALTIMORE, CAMDEN STATION	3.00 PM	6.30 PM	8.00 PM	11.10 PM	10.00 AM	9.00 AM	11.36 PM			
LV. WASHINGTON	4.00 PM	7.30 PM	9.15 PM	12.45 PM	11.00 AM	10.05 AM				
AR. DEER PARK HOTEL			7.15 AM		7.45 PM		9.00 AM	LV 4.30 PM		
AR. PITTSBURG			12.35 PM					9.50 PM		
AR. CLEVELAND								LV 5.20 PM		
AR. WHEELING (EASTERN TIME)		7.35 AM						9.10 PM		
AR. COLUMBUS		10.35 AM						7.40 AM		
AR. CHICAGO		7.30 PM								
AR. CINCINNATI	8.05 AM			5.35 PM	9.00 AM					
AR. INDIANAPOLIS	11.45 AM			10.35 PM		2.35 AM				
AR. LOUISVILLE	11.52 AM			9.30 PM		7.55 AM				
AR. ST. LOUIS	6.00 PM			7.23 AM		12.30 PM				
AR. CHATTANOOGA	6.00 PM			6.25 AM						
AR. MEMPHIS	11.00 PM			8.30 AM						
AR. NEW ORLEANS	10.00 AM			8.00 PM						

A—Train No. 5 makes connection at Cumberland.
Through Pullman Sleepers to all points. N Connection east of Philadelphia is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD										
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 EXPRESS LIM. DAILY	Nos. 14 & 40 EXPRESS DAILY	Nos. 14 & 40 EXPRESS DAILY		
LV. CHICAGO			3.30 PM	10.40 AM				7.30 PM	7.30 PM	
LV. COLUMBUS				7.10 PM						
LV. WHEELING (EASTERN TIME)		5.00 PM		12.25 AM						10.50 AM
LV. CLEVELAND			10.15 PM							
LV. PITTSBURG			8.00 AM		1.00 PM					
LV. ST. LOUIS	* 8.52 AM	2.05 AM			9.00 PM	* 6.30 PM	1.00 PM			
LV. LOUISVILLE	* 2.10 PM	8.10 AM				2.30 AM				
LV. INDIANAPOLIS	* 2.45 PM	8.05 AM								
LV. CINCINNATI	* 6.35 PM	12.10 PM				8.10 AM				
LV. NEW ORLEANS		7.05 PM				9.15 AM				
LV. MEMPHIS		6.50 AM				8.40 PM				
LV. CHATTANOOGA		10.40 PM								
LV. DEER PARK HOTEL										
AR. WASHINGTON	12.40 PM	6.41 AM	4.42 PM	12.30 PM	6.30 AM	2.45 AM	11.05 PM	11.05 PM		
AR. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.47 AM	12.25 AM	12.25 AM		
AR. BALTIMORE, MT. ROYAL STATION	1.50 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.55 AM	12.44 AM	12.44 AM		
AR. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.10 AM	3.10 AM		
AR. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	5.52 AM	5.52 AM		
AR. NEW YORK, SOUTH FERRY	6.35 PM	12.40 PM	10.50 PM	6.35 PM	12.40 PM	8.35 AM				

Through Pullman Sleepers from all points. * Daily. + Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"
BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Buffet Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia.

No. 504. Drawing Room Sleeping Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Buffet Parlor Car Washington to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, serves dinner table d'hote, Philadelphia to New York.

No. 528. Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hote, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Drawing Room Parlor Car Washington to New York. Dining Car, table d'hote, Baltimore to New York.

No. 546. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 505. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Washington and Pittsburg.

No. 517. Buffet Parlor Car New York to Washington.

No. 501. Drawing Room Sleeping Car New York to Washington. Dining Car, a la carte, Philadelphia to Baltimore.

No. 527. Five Hour Train. Parlor Car New York to Washington. Dining Car, table d'hote, New York to Philadelphia.

No. 507. Drawing Room Sleeping Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 509. "Royal Limited." Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hote, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 511. Buffet Drawing Room Sleeping Cars New York to Cincinnati and Pittsburg.

No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Baltimore to Cincinnati. Dining Cars serve all meals. Cafe Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellair. Drawing Room Sleeping Car Baltimore to Columbus. Combination Buffet-Observation Parlor and Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Washington to Parkersburg. Drawing Room Sleeping Car Pittsburg to Deer Park every Friday night. Cafe Parlor Car Cincinnati to Louisville. Buffet serves supper; Dining Cars serve balance of meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Drawing Room Deer Park to Pittsburg every Monday morning. Dining Car Conneville to Pittsburg.

No. 5. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Dining Cars serve dinner, supper and breakfast.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Buffet Sleeping Car Wheeling to Chicago.

No. 55. Drawing Room Sleeping Car New York to St. Louis. Parlor Car Baltimore to Wheeling. Dining Cars Martinsburg to Cumberland and Grafton to Cincinnati.

EASTWARD.

No. 2. Drawing Room Sleeping Car St. Louis to New York. Observation Sleeping Car Cincinnati to Washington. Dining Cars serve all meals. Cafe Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Parkersburg to Washington. Buffet-Observation Parlor and Sleeping Car Wheeling to Washington. Drawing Room Deer Park to Pittsburg every Monday morning. Dining Cars serve all meals.

No. 6. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals except breakfast at Cumberland.

No. 10. Sleeping Car Pittsburg to Baltimore. Drawing Room Sleeping Car Pittsburg to Deer Park every Friday night. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Conneville. Dining Car Cincinnati to Grafton.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Buffet Drawing Room Sleeping Car Chicago to Wheeling.

No. 46. Parlor Car Wheeling to Baltimore. Parlor Car Pittsburg to Cumberland

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

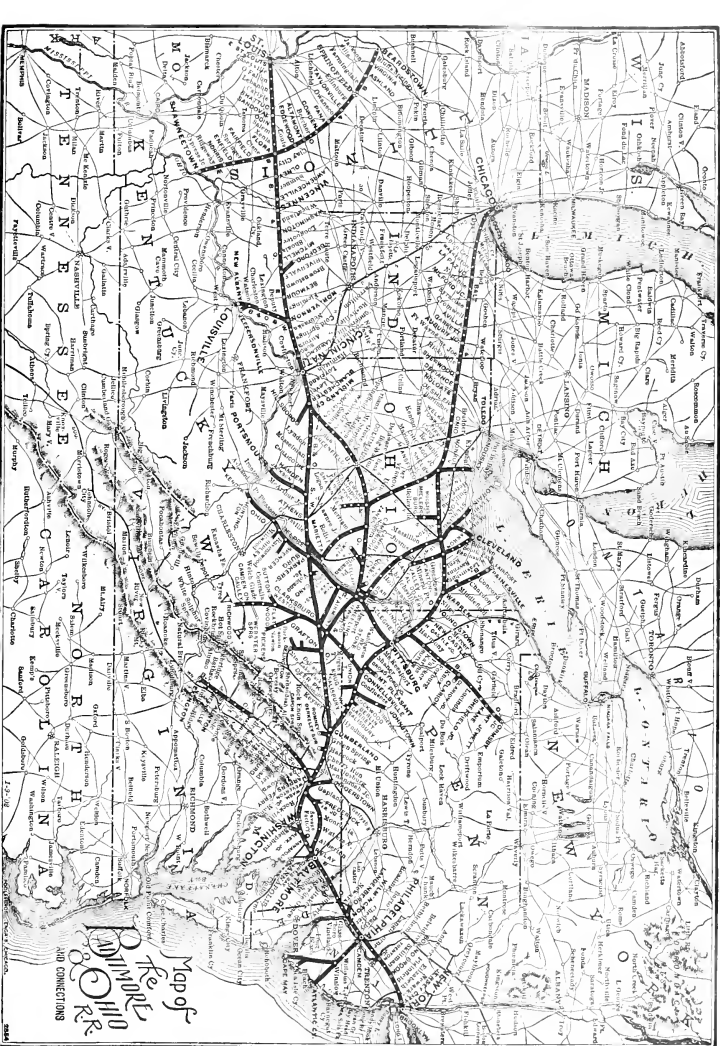
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DENVER, COLO., S. M. SHATTUCK, Traveling Passenger Agent, B. & O. S.-W.
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Baltimore



Ohio

R.R.

EAST AND WEST



CALENDAR - 1904

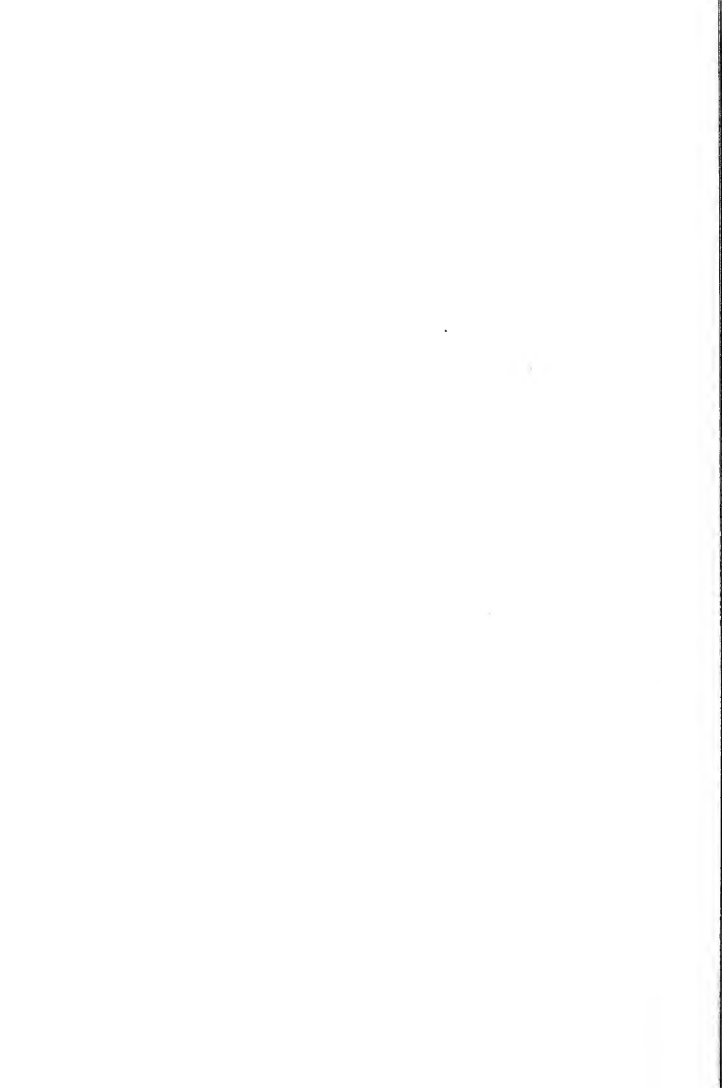


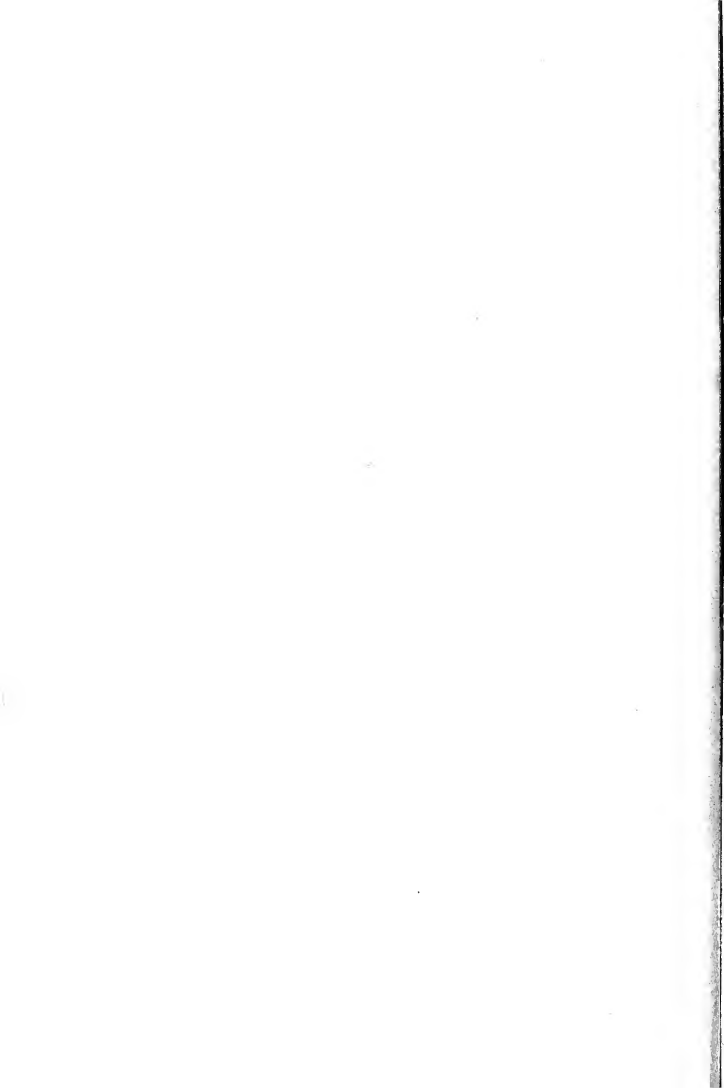
JANUARY							FEBRUARY							MARCH							APRIL							
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31																												
MAY							JUNE							JULY							AUGUST							
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SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER							
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25	26	27	28	29	30		23	24	25	26	27	28	29	27	28	29	30				25	26	27	28	29	30	31	

ROYAL BLUE TRAINS

D. S. MARTIN.
MANAGER, PASSENGER TRAFFIC.
BALTIMORE, MD.

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